CYCLE NEWS®

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R.J. rocks Tampa Supercross

California Nat'l Endurance Road Race & Nat'l Hare Scrambles, Las Vegas 300, Texas Nat'l Trials, Pennsylvania Nat'l Cross Country, Italian Superbike & Vintage Road Races

TIME DATED MATERIAL MAILED APRIL 26,1988

America's weekly motorcycle newspaper

In the WIND

BY PAPA WEALEY

Australian Kevin Magee (Yam) beat Eddie Lawson (Yam) by half a second to win the Spanish round of the 500cc World Championship Road Race Series in Jarama, Spain on April 24. Third place went to Wayne Gardner (Hon) with Christian Sarron (Yam) and Niall Mackenzie (Hon) rounding out the top five. Wayne Rainey (Yam) finished sixth; Kevin Schwantz (Suz) pulled out after 11 laps with mechanical problems; and Mike Baldwin (Hon) crashed while 12th. Randy Mamola (Cag) did not ride in the GP and flew home the following day to see a doctor. Mamola is still feeling the effects of a concussion suffered in a practice session crash at Laguna Seca on April 8. In the championship chase, Lawson leads Gardner, 52-49, with Mackenzie third at 39.

In the 250cc GP at Jarama, Spaniard Sito Pons (Hon) topped countryman Juan Garriga (Yam) by eight seconds with France's Jean-Paul Ruggia (Yam) finishing third. Jacques Cornu (Hon) and Masahiro Shimizu (Hon), riding the Honda NSR250 on which Jimmy Filice won the U.S. round of the championship at Laguna Seca, rounded out the top five. The first 125cc GP of the year went to Jorge Martinez (Der) with Julian Miralles (Hon) and Gastone Grassetti (Hon) rounding out the top three. In 80cc GP action, Stefan Doerflinger (Kra) took the win with defending World Champion Martinez (Der) second and Alex Criville (Der) third.

American John Kocinski did not go to Spain to compete in rounds three and four of the 250cc World Championship. The Modesto, California, resident's next Grand Prix is likely to be the Italian round at Imola on May 22.

The Nashville Network's (TNN) Hidden Heroes TV show will feature Vance & Hines engine builder Byron Hines on its May 15th show. Check your local listings for air time of the 30-minute program.

American Rodney Smith (Suz) was the overall winner in round two of the World Championship 250cc MX Series in Ibiza, Spain, April 24. Californian Smith finished second behind Michele Fanton (Yam) in the first moto, and England's Jeremy Whatley (Suz), Germany's Roland Diepold (Hon), Belgium's Peter Dirkx (Kaw) and Finland's Pekka Vehkonen (Cag) rounded out the top six. Holland's Jan Van den Berk (Yam) topped the second moto ahead of Smith, Fanton, Diepold and Whatley. Whatley leads the series with 59 points, ahead of Van den Berk's 57, and Smith's 51.

England's Kurt Nicoll (Kaw) went 4-1 to claim the overall victory at the second round of the World Championship 500cc MX Series in Payerne, Switzerland, April 24. Second place went to Brit Dave Thorpe (Hon) who went 1-4. Third overall went to Frenchman Jacky Vimond (Yam) with a 2-3 tally, while Holland's Kees Van der Ven (KTM) and Belgium's Erik Geboers (Hon) rounded out the top five. Thorpe leads the point standings with 73, followed by Nicoll (63), Belgian Dirk Geukens (Kaw) and Van der Ven (35).

Ryan Young (Bet) claimed the overall victory in round three of the National Championship Observed Trials Series in San Ysidro, New Mexico, April 23. Second place went to Johnny Andersson (Hon), while third went to Mark Manniko (Fan). Round three was held the day after in Canon City, Colorado, April 24, and it was Andersson capturing the win over Young and Manniko.

In World Championship Observed Trials competition, Frenchman Thierry Michaud (Fan) edged Spain's Jodi Tarres (Bet) by one point, 46-47, to win round four of the series in West Germany, April 24. Third place went to Spain's Diego Bosis and fourth to England's Steve Saunders (Fan).

The May 15 Murphy, Idaho, round of the AMA National Championship Hare & Hound Series has been canceled by the Bureau of Land Management due to dry conditions in the area.

The delayed telecast of Eddie Lawson's victory in the April 10 U.S. Grand Prix road race at Laguna Seca Raceway in Monterey, California, was seen by 2,932,800 American television viewers, according to Mark Gleckl of Mark Gleckl Productions in Mission Viejo, California. A spokesman for NBC Sports, which taped the race and then televised it on April 17, said the U.S. GP had a 2.8 rating for an eight-percent share of the total television audience. The Long Beach Grand Prix automobile race, which was broadcast live in the same time slot by ABC's Wide World of Sports, reportedly had a 2.2 rating and a six-percent share. "The motorcycle race did very well," an NBC official said. "Our sports department was very pleased to hear we beat the Long Beach Grand Prix." Gleckl, who directed the Laguna Seca telecast for NBC Sports, said, "I thought we'd get murdered by the Indy car race but the opposite was true."

Jim Holley (Yam) was the 250cc Ultracross winner in round four of the Mickey Thompson Championship Grand Prix Series held in Houston, Texas, April 23. South African Brett Redman (Kaw) finished second and Billy Whitley (Cag) was third.

The April 23 600cc National TT at Ascot Park in Gardena, California, was rained out. Ascot officials said they may reschedule the race for late this year, but no rain date has been set.

Also rained out was the third round of the AMA National Championship Enduro Series in Twain Harte, California, April 24. The U.S. Forest Rangers would not let the event take place because of the heavy rains and snow, according to AMA's Hugh Flemming.

AB36, a mandatory helmet bill introduced in the California legislature last year by Assemblyman Richard Floyd (D-Gardena), will bypass the Senate Appropriations Committee and could be heard at any time by the full senate, according to a committee spokesperson. A member of Floyd's staff said a floor vote on the measure has not been scheduled but probably will occur in "a week or two."

The murders of race promoter Mickey Thompson and his wife Trudy were the work of hired killers, according to the Los Angeles (California) County Sheriff's Department. "It was a contract killing," said Lieutenant Ken Chausse, who is in charge of the investigation. The seven Sheriff's Department detectives working on the case full time believe the murders were contract killings because nothing was taken from the victims in spite of the fact that Trudy Thompson reportedly was carrying $2800 and wearing jewelry worth several thousand dollars, and Thompson was carrying at least $600 in cash. Chausse said investigators will explore the business relationship between Thompson and race promoter Mike Goodwin; the two promoters struggled for three years over control of the southern California market after a partnership between them broke up in 1985, leading to a string of lawsuits and countersuits. Thompson and his wife were killed March 16 in the driveway of their southern California home. Authorities are still searching for two gunmen and those who might have ordered a contract. A reward for information leading to the conviction of the killers has grown to $175,000.

In a race report from the MX race at Columbia, Missouri's Finger Lakes State Park, which appeared in the April 20 edition of *Cycle News*, Mark Stahlman was inadvertently credited with a win and runner-up performance in the Expert classes. Mike Stahlman should have been credited with the win in the 125cc Expert class and second in the 250cc Expert class. Brother Mark was the 125cc Intermediate winner.

The Templin Highway riding area in Valencia, California, will close on May 1 due to problems with trash in the area, according to Joe Fasola. The Valley Observed Trials Enthusiasts (VOTE) are organizing a clean-up of the area at 9 a.m. on May 1 in hopes of keeping the area open and will provide bags and a trash truck for volunteers who participate.

Steve Morehead qualified 10th fastest at the April 16 Grand National Championship Sacramento Mile aboard a Staab Racing XR750 Harley-Davidson, not a Mert Lawwill XR750 as we reported last week. Morehead borrowed Bryan Villella's backup bike for time trials after his Lawwill Harley suffered mechanical ills during the second practice session, according to Villella's tuner, Dave Staab. Morehead finished fourth in his heat race aboard the Staab Racing Harley, but dropped out of the semi when he missed a shift and the bike's engine threw a valve.

Staab Racing is more than pleased with first-year Expert Bryan Villella's ride at the Sacramento Mile. "We're very happy with him and he's happy with the ride," said Dave Staab, who handles the tuning chores on Villella's Staab Racing XR750 Harley-Davidson. "We're going to go the whole nine yards with Bryan (during the 1988 season)." In 1987 Villella rode most of the season as a Junior, won the Junior National Championship, then claimed Rookie (Expert) of the Year honors when he earned two National points for a 13th place finish at the September Ascot Half Mile. At the 1988 season opener in Sacramento, the talented youngster set fast time, won his heat race and finished 12th in the National.

Steel City USA in Delmont, Pennsylvania, will host an AMA National Championship 125/500cc MX on July 17. The event will be round three of the Bel-Ray National Championship 500cc MX Series and round nine of the RK-Pro National Championship 125cc MX Series. The Steel City USA race will replace the canceled March 13 Anderson (South Carolina) 125/250 National. The June 5 San Antonio (Texas) race — originally scheduled as a 125/500cc National — has been designated a 125/250cc event. The additional race brings the 1988 National MX schedule to 12 125cc, six 250cc and six 500cc races.

Craig Remlinger of AMA District 37's Viewfinders Motorcycle Club has "regretfully" announced the cancellation of the club's Viewfinders GP trophy presentation that was to be held at the L.A. Polo Grounds in Los Angeles, California, April 29. Remlinger said trophies will be shipped to those who earned them, and the drawing for the Kawasaki KX500 will take place at the Shamrock GP at the Glen Helen OHV Park in San Bernardino, California, June 4.

The newly formed Women's Motocross Association (WMXA) is holding the Discover Today's Women's MX at Perris (California) Raceway, June 4. The WMXA is inviting all female street and dirt bike riders to participate in the event, which will feature a raffle with procedes going to the Juvenile Diabetes Foundation. For more information call 714/359-1195, or 714/582-3482.

Team Yamaha's Micky Dymond, who broke his hand just prior to the Hangtown 125/250cc MX National, March 27, says it's healing quickly. "It feels a lot better and I've started riding again. I've still been training but it's been real boring hanging around the house with nothing to do for four weeks. I can't wait to start racing again. My first race should be Axton (Virginia, May 1)." Dymond also says he's been hanging out with heavy metal rock star Tommy Lee of Motley Crue. "We've been doing some riding together; he's got a 1988 Honda CR250." Dymond was seen with Lee wandering around in the pits at the Hangtown National.

Factory 125cc Honda rider Guy Cooper will return to racing at the Axton MX National. Cooper suffered a broken right leg at the Belgium Supercross in December. "I've been jamming," said Cooper. "I got back on my bike April 1, and I've been practicing real hard everyday in 85-degree weather. I'm ready to go." He rode the February 26 Gainesville (Florida) National, but the leg wasn't completely healed and Cooper rebroke the leg. He will wear a fiberglass cast on the leg for extra support and protection. Oklahoman Cooper finished third in the 125cc class last year.

Multi-time National Motocross Champion Bob Hannah recently got the chance to sit in the cockpit of a U.S. Navy F-18 jet fighter plane

(Continued to page 53)

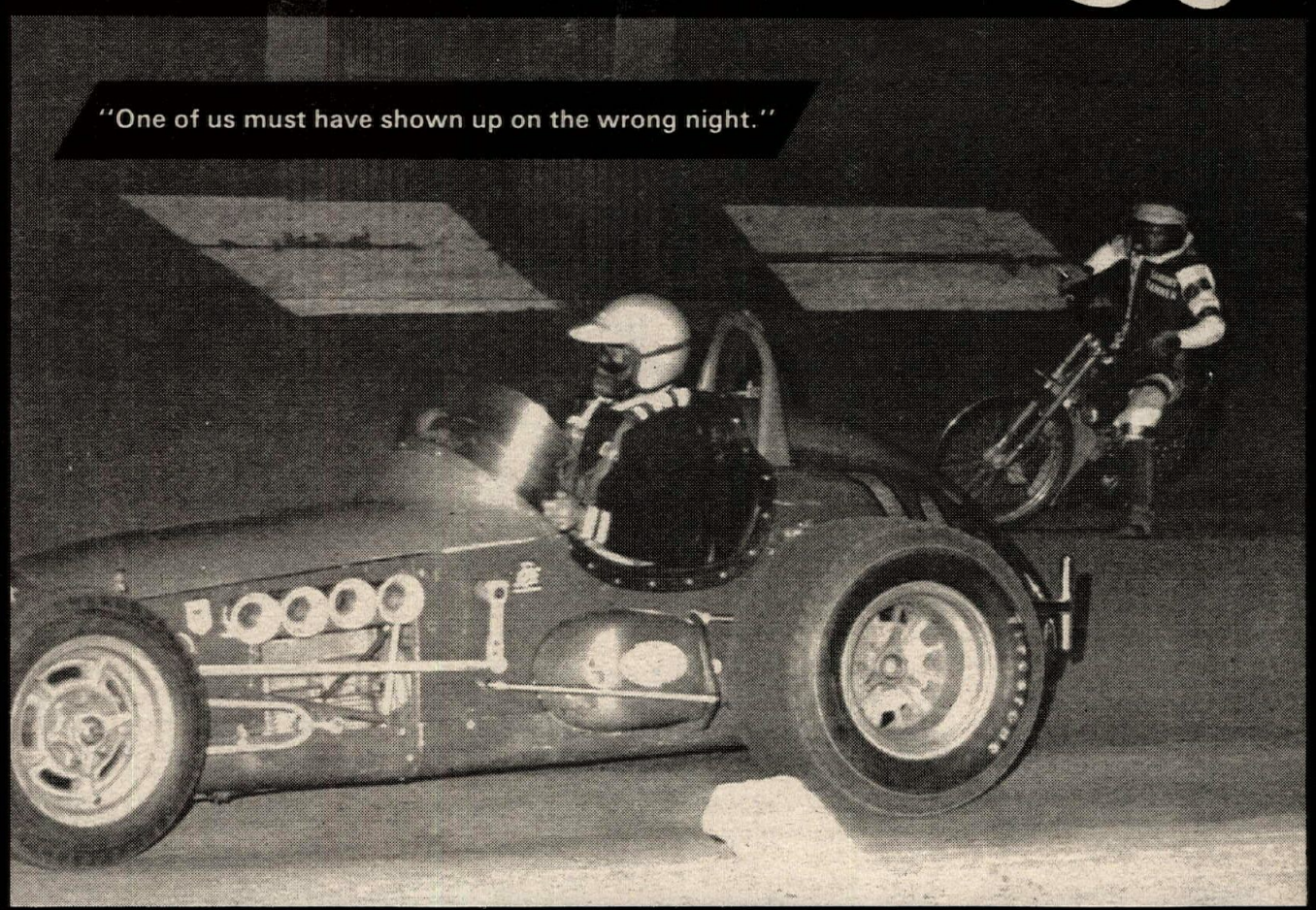
CYCLE dreams

That it was Sunday, Ride Day, and I was home in my pajamas instead of out in my leathers.

Bedded with flu, I was a slave to medicines and plenty of rest. And liquids — endless gallons of juices, teas, nasty broths. But none of it relieved the fever I had. And so with little resistance I dropped into a well of self-preservation, that healing escape called Sleep. And within it, I rode. My bike — it is an enormous twin! Its massive cylinders must be four, five liters each! Its power, astonishing! The road, the road is a ribbon of gleaming silver warping into the clouds. Higher, smoother, quicker. Then something is broken, something I have to repair before I can go on. But the owner's manual is in hieroglyphics described by odd birds and fantastic reptiles. I awake perspiring. It was lunchtime, my son told me. He had a tray of placebos — more herb tea, dry toast, apple slices. And there was a glad smile crossing his mouth. He hadn't seen me on a Sunday morning for months. But his face quickly lost shape, melted, and then vaporized. Drifting, falling, I am swept away by the internal currents once more. I gaze again at my dream-ride speedo. The digits are triple, the road ahead the best I've ever seen, my powerband limitless as I ride faster and keener than ever before. The fever pain spirals, eases, slipping away. This time the ride is aboard a gravity bike that skims the gridded surface of an alien orb. My engine glows white hot beneath me. Waiting patrol cars are frozen against oval neon billboards, trapped forever, unable to give chase — and the realm of riding motorcycles is now without peril of any kind. There are no oil slicks, no railway irons to skid on, no biting dogs or lane-merging monsters or ogres turning left on my path. I go with the spirit of one invincible. There is only the ride, miraculously protected and utterly sublime. And when I opened my eyes, refreshed in the midnight room where I could barely hear my wife's breath, I sensed Sunday had come and it had gone. My ride day was over — and tomorrow my temperature will be normal. Without mercy, damned if it won't be Monday again.

William Edgar

Over the edge



"One of us must have shown up on the wrong night."

CAROL SIMS COLLECTION

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ON THE FRONT PAGE: (Top) Kawasaki's Jeff Ward leads teammates Jeff Matiasevich (201) and Ron Lechien and Suzuki's Erik Kehoe (9) at the start of the Tampa Supercross. (Bottom) Honda's Rick Johnson rolled on to yet another victory celebration at Tampa. Coverage begins on page 6. Photos by Tom Mueller.

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CYCLE NEWS 1964 25 1988 YEARS

voices

Aba daba do?

Harley gave us the first generic motorcycle (the $3995 Sportster). Then we had the Harley Barf (Buell). Now we have the Fred Flintstone model previewed in the April 13 issue of *Cycle News* (the Harley Springer).

Next year can we look forward to hand shift? Rigid rear end? Flat head?

Aba daba do. Only in the U.S.A.

JERRY McDONALD
Corpus Christi, TX

P.S. Quick, Ronnie, bring back the tariff.

Suzuka turn

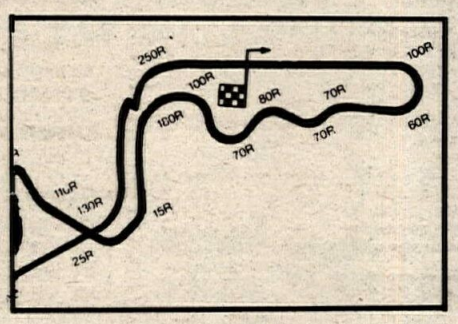
Perhaps you could clarify part of your Suzuka 250cc GP coverage. You reported that "Kocinski shot up the outside of Mang entering the chicane and pushed his way up the inside on the exit of the left-hander . . ." There is also a photo of Kocinski stuffing Garriga on "the last corner" later in the race. The last corner in the diagram of the Suzuka track is a right-hander, however, and the chicane is not shown. Would you print the actual layout of the track, including the chicane, so we could see where all this stuffing was going on?

It is hard to imagine how a seemingly tight (from the photos) left-hander could be the last turn at Suzuka without a big change in the layout from what you printed. Weren't these photos actually of turns five and six, a right followed by a left, or is the start/finish line not as printed in the track diagram?

I really enjoy seeing how the various tracks are laid out and trying to imagine the racing particularly in the tight sections, but this time I'm confused!

JOHN COME
Tucson, AZ

Here's a more detailed diagram of a portion of the Suzuka circuit that shows the chicane. Immediately following the chicane is a right-hand sweeper, but our reporter, Paul Carruthers, says the riders refer to the chicane exit turn as the "last turn." . . . Editor.



Laguna Seca exodus

A group of us traveled from Orange and San Diego counties to attend the U.S. Grand Prix in Monterey. We had been looking forward to this event since it was first announced. Reservations at a motel were made at that time, and all we had to do was pick up our tickets and enjoy.

We have been avid motorcycle fans since the early 1970s. My sons raced many times against Eddie Lawson when they were all amateurs. We have followed Lawson's professional career for many years and attended events when we could, even some in Europe. We were elated when "our man" won the 500cc GP.

As we started to leave Laguna Seca Raceway, we found we would not be allowed to exit at our entry point. We had parked our cars strategically so we could make as fast an exit as possible for the seven- to eight-hour drive home.

We feel we were herded like sheep back to Monterey so the merchants could grab the last nickels from us. (We had already spent more than $1000.) It took us three hours to exit the park as we were herded by SCRAMP officials. We were angry and irritable. We saw people on the verge of fisticuffs because of having to wait in this eight- to 10-mile long line that finally narrowed down to one lane. This cost us personally a quarter of a tank of gasoline for each car, plus it added three hours to our driving time to get home. All of us had to work on Monday morning.

Needless to say, we left Monterey before having our evening meal and we were so disenchanted that I doubt if any of us (a group of eight) ever enter the city of Monterey again.

CHARLES E. ZEHNER
Brea, CA

All of us who attended the U.S. GP spent time in traffic. According to The Herald, the Monterey Peninsula's daily newspaper, the event "attracted a record crowd at the county park." In order to expedite the exodus of 80,000-plus race attendees, SCRAMP officials abandoned a new traffic plan that called for them to divert race traffic off Highway 68, but even that didn't prevent the massive traffic jams that developed on all exit roads. Karin Strasser Kauffman, the 5th District Monterey County Supervisor, said she was "disappointed" that race traffic wasn't diverted off Highway 68. Monterey residents and visitors other than race attendees don't like traffic jams anymore than you do. Monterey County officials will hold a meeting at the Laguna Seca media center on April 28 to discuss, among other things, new traffic plans . . . Editor.

GP praise and criticism

First, I'd like to thank SCRAMP for bringing the GP to Laguna Seca, and for the excellent job they did in the design and construction of the new track section. Laguna was turned into a much more exciting and interesting track for both the spectators and riders.

As an event for spectators, though, the GP at Laguna was a total disappointment. The two brief hours of GP excitement on Sunday afternoon were overwhelmed by a weekend of otherwise complete boredom with no support races, pagentry, nor introduction or parade lap with the GP stars. The closed paddock area and the race team sequestered in tents on pit lane denied spectators the chance of seeing any bike or rider up close when not on the track. The $75 tickets were a waste of money, particularly because the grandstand seating that went with them provided the worst possible views of the track. And, lastly, the two hours it took to drive into the track on Sunday morning and the four hours it took to get out after the race nearly ruined the weekend.

I probably won't return to see another motorcycle GP at Laguna unless SCRAMP uses the lessons learned from this year's event to make improvements.

First, I'd suggest the adding of four-stroke Superbike, Pro Twin or Formula One bikes to fill out the racing program (in Europe they've got the 80cc, 125cc and Sidecar GPs in addition to the 250cc and 500cc races). Grandstand seating should be moved or added to prime viewing areas. The paddock area needs to be redesigned with fencing that allows spectator viewing of the factory pit areas, the bikes and riders. And, lastly, the access roads need to be widened or increased to allow more than single file exiting from the track. If major stadiums can exit a capacity crowd in 30 minutes, Laguna Seca should be able to do it in 60 minutes, not four hours!

JIM GIANATSIS
Canoga Park, CA

FIM rules forbid the running of "support" races at GP events. GPs outside of Europe (Japan, America, Brazil and Argentina) run only the 250 and 500cc GPs due to the high cost of fielding the other classes. SCRAMP operates Laguna Seca Raceway, but the surrounding property is a county park and at least one of the exit roads is on military reservation property. The construction of the new section of the track cost over $1 million. Can you imagine what it would cost to add additional exit roads or widen the present ones? As for comparing major stadiums and Laguna Seca Raceway, Laguna is limited to five motorsports events per year while stadiums located in major cities host dozens of events each year. For example, a stadium that hosts a major league baseball team is used for baseball approximately 80 times for regular season games from the beginning of April to the first week of October. Major league baseball games in 26 stadiums drew a total of 49,610,822 spectators in 1987! It would take 40 U.S. GP crowds to equal the 3,238,163 spectators who attended the 78 regular season and three World Series games the St. Louis Cardinals played in Busch Stadium last year! We're sure that if Laguna Seca Raceway had 40 events like the GP each year you'd see multi-lane entrance/exit roads, etc. As AMA President Ed Youngblood said in answer to someone's question of why couldn't the AMA host events like the U.S. GP every weekend, "Christmas only comes once a year." The big day for Laguna Seca and motorcycle road race fans came this year on April 10. It'll return on April 16, 1989 . . . Editor.

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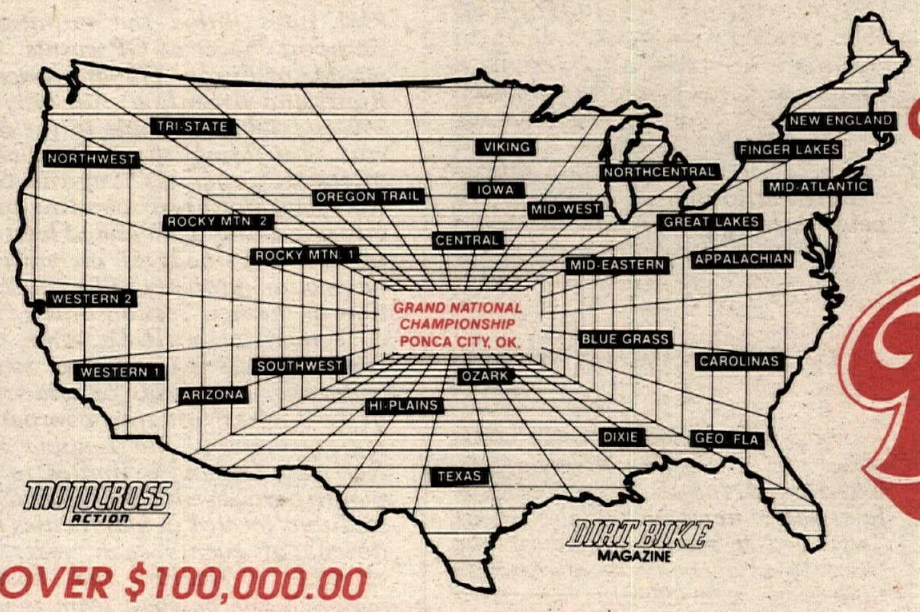

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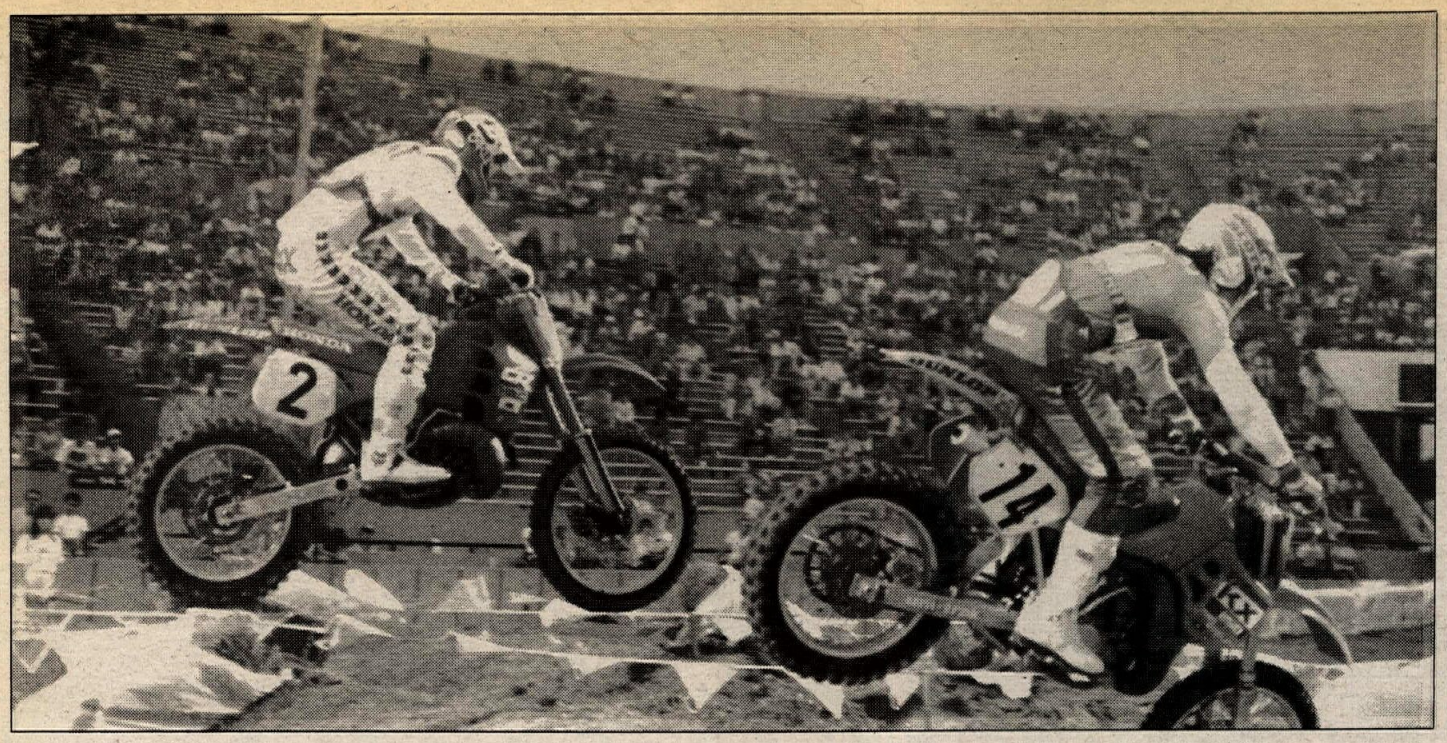


(Above) Rick Johnson (2) crashed in his heat race and had to qualify from the semi before taking yet another main event win. Here he passes Larry Brooks. (Below) An estimated 37,000 spectators filled Tampa Stadium.

AMA/Coors Supercross Series: Round 8

Johnson beats the heat in Tampa

By Tom Mueller

TAMPA, FL, APR. 23

He may have had to ride a semi to advance, but Honda's Rick Johnson grabbed his sixth main event win this season at the Coors Supercross in Tampa Stadium. Second and third once again went to Kawasaki teammates Jeff Ward and Ron Lechien. "Wardy" was in the hunt for a portion of the race, but two falls relegated him to runner-up, with Lechien a distant third.

Johnson copped a $5000 payday from the AMA purse for his efforts, but more important was his increased points advantage in the series. With only two rounds remaining, Johnson now leads Ward by 15, 192 to 177.

The 37,000 estimated spectators at the event got what they paid for in race action and Johnson's crowd-pleasing acrobatics. While out front in his semi and the main, R.J. displayed clickers and no-handers on a course that was too tough and slippery for many to master. Unseasonably hot and humid weather made the race a game of endurance, and Johnson pounded away lap after lap with consistency and ease.

Suzuki's Todd DeHoop claimed his third Eastern Region 125cc Supercross win by staying out front from start to finish. DeHoop grabbed $1000 in purse money for the win and pulled to within two points of Mike Jones in the 125cc Eastern Regional Supercross Championship.

One of the biggest problems at Tampa was the riders — there were just too few of them. A marginal 30 250cc and 25 125cc riders entered the event.

"We're all going to have to spread the word and get more riders to the races," said AMA Pro Motocross Manager Roy Jansen. "We had to give money back to the promoter (SuperSports' Bill West) because there weren't enough riders for the pre-set payoff."

250cc Heats

Riders were stopping to mop sweat out of their goggles during the first practice session, on a course so hard that bikes were leaving rubber marks on the whoops.

"It'll take a good start and hard racing to win," said Yamaha's Broc Glover, and he got what he ordered in heat one when he took the lead off the gate. Lechien moved up quickly and got on Glover's line, and when the two collided early on lap one, Glover was down and Lechien claimed the lead and eventual win.

Suzuki's Johnny O'Mara held on to second for his transfer, and Suzuki rider Brian Manley, Yamaha-mounted Billy Frank and Glover battled over the third and final transfer (a revised race format was used due to the low turnout of riders). Glover gave it 100% and slid out in the last turn trying, but it was Manley taking third.

"Broc almost killed me in a turn, so I thought I'd try and put him in the stands," said Lechien. "It's slick, but there are some great jumps to show off a little for the crowd."

Honda's George Holland posted the race of his life when he went wheel-to-wheel with Ward in heat two and came up the winner. Ward set up to pass a number of times, but Holland held a tough inside line to keep control. Kawasaki's Mike Fisher and Yamaha's Jeff Stanton volleyed for third, and Fisher got the transfer to the main. Suzuki rider Ross Pederson moved past Stanton late in the race, but with the revised format fourth wasn't good enough.

"I don't mind racing with Jeff. He's a clean rider and I know he won't take me out," said Holland. "I've been feeling good about supercross, and I told my mechanic that I wanted to win."

Suzuki's Erik Kehoe, Kawasaki's Jeff Matiasevich and Johnson ran into the lead in the third and final heat, but a fall left Johnson dead last on lap one.

"I hit third (gear) too quick and the motor bogged, and that put me way back," said Johnson. "I found a turn that I could square off, but when I did that I hit (Keith) Bowen and went down."

On lap two it was Matiasevich who fell. "I was trying to keep up with Kehoe, and I got into some big whoops too hot and dropped the front end," he said.

By midrace Kehoe was in control with Tuf Racing's Bowen holding second on his Kawasaki and Yamaha rider Doug Dubach third. Bowen missed a shift on a big double jump, and it was Dubach and Honda's Jeff Leisk who skated by for the two-three transfer spots.

"You have to put together some smooth laps to win out there tonight," said Kehoe. "A good start in the main is going to mean a lot."

Semis

In semi one Glover, Kawasaki rider Larry Brooks, Pederson, Frank and Suzuki-mounted Fred Andrews ran one-five from start to finish, with those positions transferring to the main.

Semi two starred Johnson, who pulled an instant lead and then began setting up high-flying clickers for the crowd over the front straight triple. The crowd roared louder every lap, and on the final circuit Johnson shot the crowd number one — using both hands.

Matiasevich ran a consistent second and Stanton got the better of Dean Matson for third. Bowen was fifth, and Suzuki rider Ray Sommo got the sixth transfer slot (the fastest of the two semis transferred six instead of five riders) when Honda pilot Jeff Hicks slid out while challenging.

"I pretty much had it down where I was jumping, and I wasn't taking any big chances," said Johnson. "In the first semi people were falling asleep, and putting on a show for the fans is what it's all about."

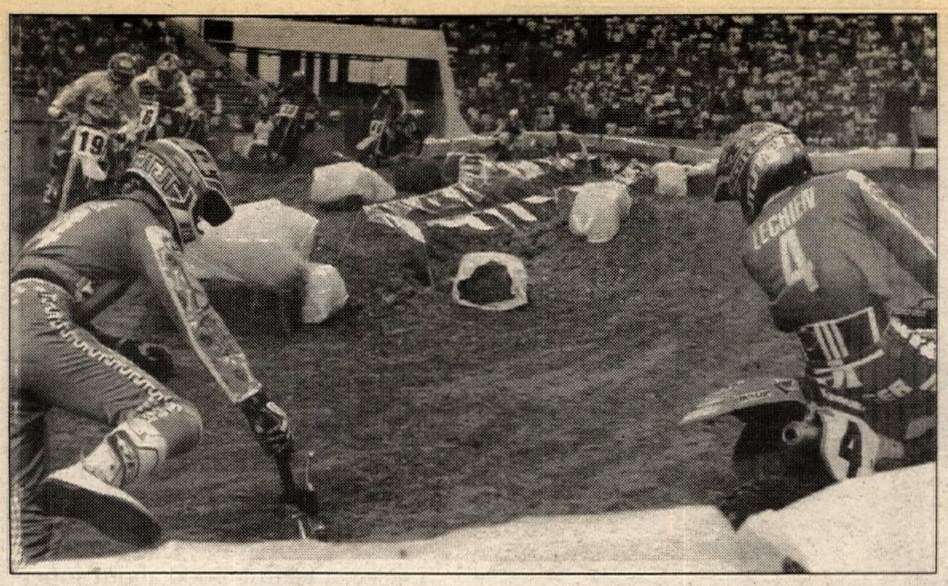
Last Chance Qualifier

Only seven riders gridded for the consolation race. Hicks bobbled a few times, but had enough of a cushion to take the win and final slot for the 21-rider main event.

Main

Ward and Matiasevich ran one-two off the start in the main. Johnson got past Kehoe for third early in lap one, and by the second circuit it was Ward and Johnson looking for a permanent way out front. Brooks, Lechien and Dubach were running five-six-seven.

For the first few laps it was



Ron Lechien (4) took Broc Glover out during the first heat as they battled for the lead, then finished third in the main for the fourth straight time.

business as usual for Johnson, who flew fast and fair off the jumps in pursuit of Ward. Lechien started to try tight inside lines as he worked to third, but almost dumped himself over a hay bale on one occasion. Just before entering the rough infield whoop section, Ward fell in the "Gator Pit" sand hole, and it was Johnson in the lead. The rough infield section took its toll on others as the 20-lap race wore on. Holland was the next to drill himself into the course, and then Kehoe flipped his bike in the same section.

Ward was up quickly and kept the pressure on Johnson. "When I fell I just didn't feel that it was over," said Ward. "I still felt smooth, and that there was more to the race than that."

A few laps later Ward slid out and was down again. He skillfully kept control of the clutch lever and didn't have to restart the bike, but his second crash put Johnson out of range.

The race claimed more riders. Fisher and Stanton tangled on an uphill. Brooks fell and Frank went down. The only one seemingly having fun was Johnson, who wowed the crowd on every lap.

At the finish Johnson had about a half-lap lead on Ward, who was followed by Lechien, Matiasevich, Dubach, Leisk, Manley and O'Mara.

"I know I'm always doing stuff to make the crowd like me, but I'm tellin' ya that the Tampa crowd is the most motivational group I've ridden for in a long time," said Johnson. "I like a good hard fight, and that's what I got at the beginning with Jeff. I almost fell screwin' around with some lappers on the last lap — you have to give it 100% or things will go wrong."

Johnson called AMA referee Freddie Ephrem to winner's circle and presented him with the first place trophy. Ephrem had retired as AMA ref following the Gainesville National February 28 after 38 years of service.

"Man, I'm trying as hard as I can!" said Ward when asked if he could stop Johnson's win streak. "I got up next to him, but I forgot how slippery the course was and fell a second time."

"This is getting pretty boring. I hope I can do something about it soon," said Lechien.

"I tried to hold off Johnson for Wardy as long as I could," said Matiasevich. "I just hung on in the whoops and tried to conserve energy."

"I finally broke free and pulled up on Matiasevich, but the lapped riders were causing me a lot of discomfort," said fifth-place Dubach. "Fourth would have been better than fifth, but I'll have to be happy with what I got here tonight."

125cc

The top six transferred from each of two 125cc heats. Yamaha rider Mike Larocco gained control at the start of heat one and proceeded to lead Yamaha rider Mike Jones, Suzuki-mounted Mike Norris and Honda rider Mark Crozier. LaRocco misjudged his distance on the far side of the big triple and smacked the seat hard, and when he slowed to recover Jones took the point. Robert Naughton put his Cagiva past Crozier after some dicing for fourth, and then both riders got past Norris for the three-four slots. Crozier went out of contention when he fell on an uphill. Jones, LaRocco, and Naughton finished one-two-three, and New Jersey rider Robert Hayes came up through the pack to place his Suzuki fourth. Norris was fifth, and Brian McElroy pushed his Cagiva inside of Kawasaki rider Don Hudson for the sixth and final transfer.

"LaRocco passed me in Pontiac, so when I got him here I didn't want to look back," said Jones.

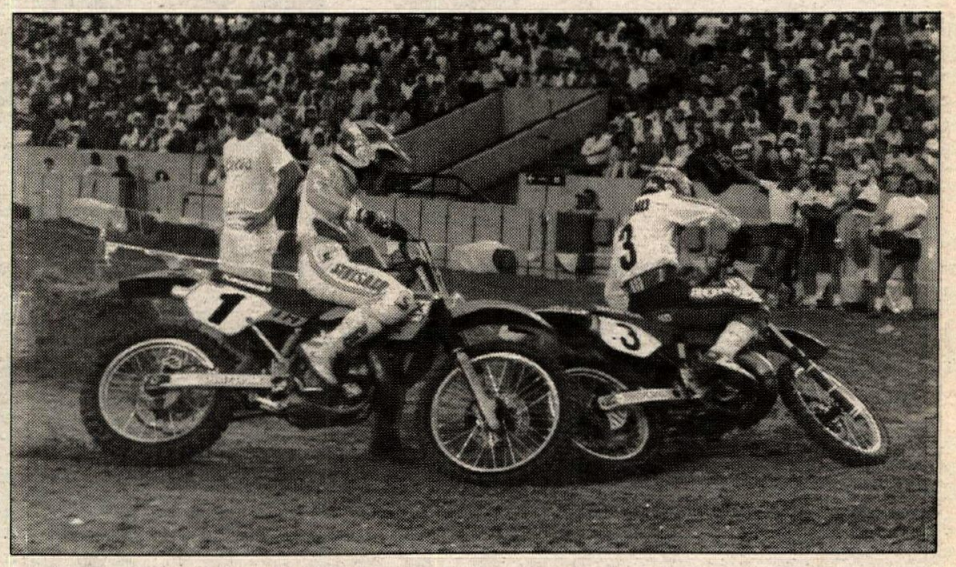
Kawasaki rider Denny Stephenson and DeHoop broke free of a big pileup at the start of heat two. Yamaha-mounted Tommy Rios, Mark Pillion on a Honda and Chris Coleman on a Kawasaki were running in the top five. Coleman found a line past Pillion for fourth, and Sean Dukes got his Honda into the hunt by moving past Yamaha rider Lonnie Tucker for sixth. Stephenson almost went over the bars on the big triple, but held on to win. DeHoop was second followed in the other transfer spots by Coleman, Rios, Dukes and Kawasaki rider Kenny Kizzar.

I came here today to stay up and not fall, and I did it," said Stephenson. "The track is slick, but if you come out of the turns mellow it's no problem."

The 125cc consi put the top 10 riders in the main, eliminating only three riders from the original starting field of 25. Crozier led the way for the win.

DeHoop and Jones stayed clear of a six-rider pileup in turn one at the start of the main, and set the pace out front. Naughton went out with rear shock problems early in lap one. LaRocco ran an early third, but Coleman eventually settled into the spot. DeHoop was monitoring Jones' position, but near midrace his mechanic gave him pit signals to stop looking back and to charge. That order put DeHoop far enough in front to enjoy the race, and he was visibly happy when he popped a victory fist into the air off the finish line jump.

Todd DeHoop stayed clear of a first-turn pileup and Michael Jones to take the 125cc main and closed in on Jones in the point standings.



George Holland (3) held off Jeff Ward to win the second heat. Ward finished second in the main after falling twice while Holland crashed.

After wrapping up the 125cc Western Regional Championship in Dallas, Jeff Matiasevich scored fourth, his best 250cc finish to date.

"This is an excellent crowd, they really had me going," said DeHoop. "When I get nervous I start looking back, and I need to focus on what's in front if I plan to keep on winning." ●

Results

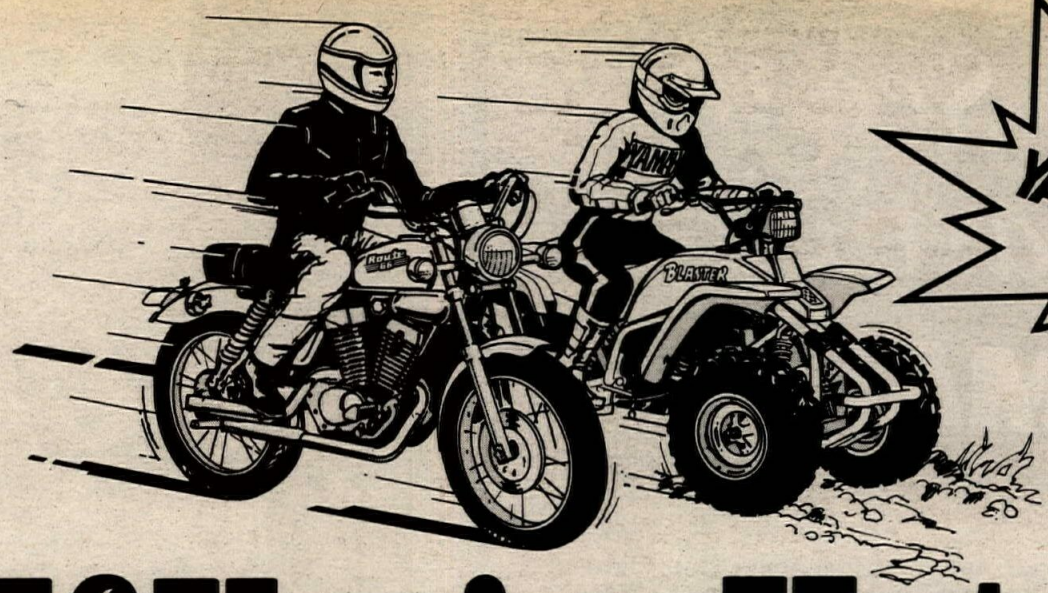
250: 1. Rick Johnson (Hon); 2. Jeff Ward (Kaw); 3. Ron Lechien (Kaw); 4. Jeff Matiasevich (Kaw); 5. Doug Dubach (Yam); 6. Jeff Leisk (Hon); 7. Brian Maley (Suz); 8. Johnny O'Mara (Suz); 9. Ross Pederson (Suz); 10. Fred Andrews (Suz); 11. Dean Matson (Suz); 12. Broc Glover (Yam); 13. Larry Brooks (Kaw); 14. Jeff Stanton (Yam); 15. George Holland (Hon); 16. Erick Kehoe (Suz); 17. Keith Bowen (Kaw); 18. Jeff Hicks (Hon); 19. Ray Sommo (Suz); 20. Mike Fisher (Kaw); 21. Billy Frank (Yam).

125: 1. Todd DeHoop (Suz); 2. Mike Jones (Yam); 3. Chris Coleman (Kaw); 4. Mike LaRocco (Yam); 5. Kenny Kizzar (Kaw); 6. Denny Stephenson (Kaw); 7. Mark Crozier (Hon); 8. Sean Dukes (Hon); 9. Mike Norris (Suz); 10. Tommy Rios (Yam); 11. Robert Hayes (Suz); 12. Jim Randa (Yam); 13. Mark Musselman (KTM); 14. Donald Hudson (Kaw); 15. Mike Kurzeja (Suz); 16. Andy Michner (Hon); 17. Bob Nebel (Suz); 18. Lonnie Tucker (Yam); 19. (Kaw).

POINT STANDINGS

250: 1. Johnson (192); 2. Ward (177); 3. Lechien (160); 4. Glover (113); 5. Holland (107); 6. (TIE) Kehoe/Leisk (101); 7. (TIE) O'Mara/Stanton (67); 8. (TIE) Dubach/Micky Dymond (54).

125 EASTERN REGION: 1. Jones (111); 2. DeHoop (109); 3. Coleman (83); 4. Hayes (77); 5. LaRocco (75); 6. Stephenson (65); 7. Kizzar (55); 8. Robert Naughton (49); 9. Crozier (40); 10. Carl Vaillancort (37).



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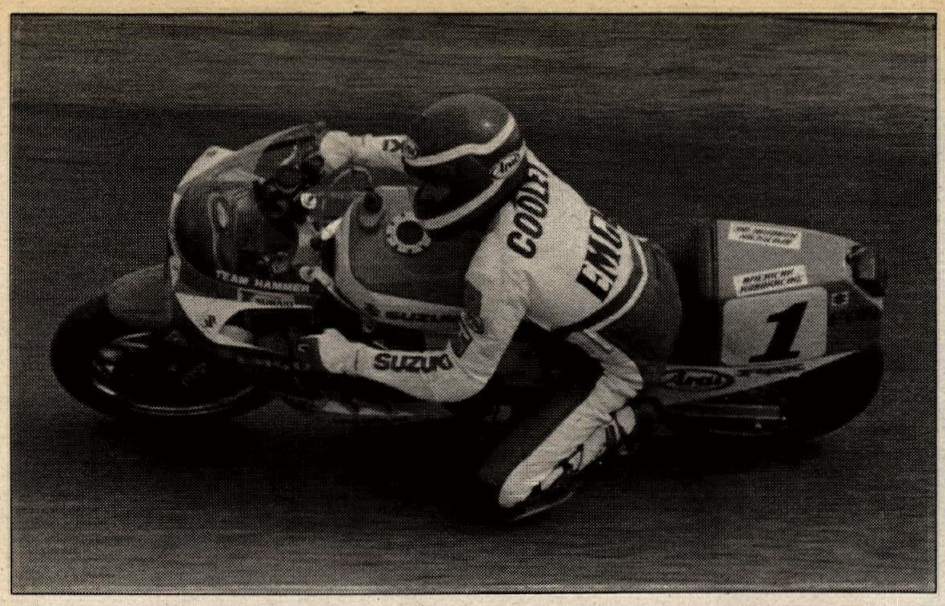
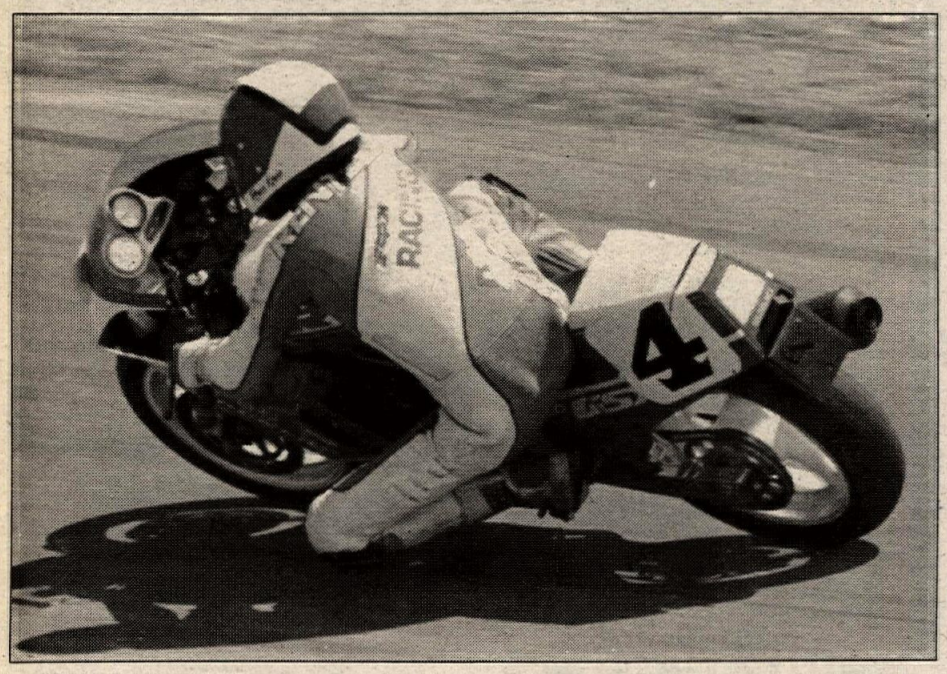
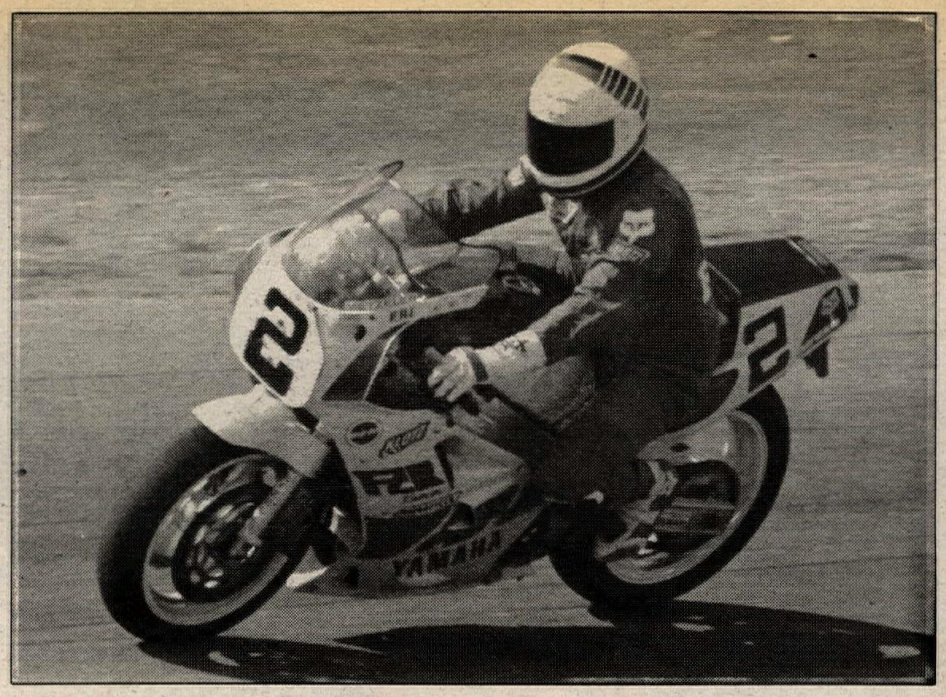


Surprise entrant Wes Cooley led Team Suzuki to victory at the Willow Springs six-hour. Cooley teamed wtih Jamie James and Mike Harth.



Solmax Racing's Kevin Rentzell and Scott Russell overcame an early crash to take second overall and first in Heavyweight Production.



Human Race Team's Ben Martinez and Kurt Hall suffered brake problems but finished third overall and second in the Heavyweight Superbike class.

WERA Tsubaki/GS National Endurance Road Race Series: Round 2

Team Suzuki "Hammers" competition at Willow Springs

By Brian Catterson

ROSAMOND, CA, APR. 16

"The one constant in racing is change," said Team Suzuki Captain John Ulrich, explaining why he'd changed his mind and decided to use Wes Cooley after earlier saying that he wouldn't.

Ulrich sent the two-time AMA Superbike Champion out to ride during the fourth hour of the six-hour endurance race because the team's regular riders, Mike Harth and Jamie James, were having trouble with the bike's handling. Cooley, with his years of R&D experience, was sent out to discover the problem.

"We had a situation where we thought there was a problem with the bike. Mike said there was a problem, and we couldn't ask Jamie because he was out riding it, so we sent Wes out," said Ulrich.

Defending WERA National Endurance Road Race Champions Team Suzuki inherited the win when leaders Team Hyper-Cycle retired during the fifth hour. Suzuki won the race by five laps, setting a new six-hour distance record of 567.5 miles (227 laps on the 2.5-mile circuit) at an average speed of 94.58 mph. This surpassed the previous record of 560 miles (224 laps) set at Willow Springs last year by Hyper-Cycle.

Solmax Racing USA's Kevin Rentzell and Scott Russell fought their way back from an early crash to take second overall, and first in the Heavyweight Production class. The runner-up placing allowed them to maintain their series points lead; after two of 15 rounds, Solmax now leads Suzuki 186.45 to 179.7. A team's 10 best finishes are counted toward the series championship.

Third overall fell to the Human Race Team's Ben Martinez and Kurt Hall, with fourth going to K.D. Racing's Ken Davis and Chuck Magnusson on a Suzuki GSXR750.

An impressive ride for fifth overall and first in class was turned in by Middleweight Superbike competitors Jim Williams Racing. Team riders Mark McDaniel, Peter Wensloff and Don Canet rode their Suzuki 600 Katana consistently all day, beating many larger displacement machines.

Overcast skies, a strong breeze and temperatures in the 70s greeted competitors at the Antelope Valley facility. Though rain threatened, the cloud cover occassionally gave way to sunshine.

The hard luck story of the weekend belongs to Red Stripe Racing. Brent Schuster, Don Fielden and Craig Gaver made the long trek from Kentucky only to suffer tuning problems with their Yamaha FZR400 which prevented them from starting the race.

The race got underway at 11:40 a.m. with 38 teams lining up on the grid. Scott Russell of Solmax Racing USA false started, but quickly returned to his position on the grid.

The second attempt at a start saw Team Suzuki's Mike Harth take the lead into turn one followed by Solmax' Scott Russell, Kayo's Mark Heiser, Hyper-Cycle's James Domay and Johnson and Woods' Chuck Graves.

Jason Pridmore, son of former AMA Superbike Champion Reg Pridmore, was forced wide in turn nine on the first lap, running off and crashing the FBN Racing Team's Yamaha FZR400.

"I had nowhere to go," said Pridmore, who pitted twice following the crash — once to change helmets since his visor was torn off — but continued on to an eventual fourth in class at the finish.

Domay, who's won three in a row at Willow Springs in the Formula USA Series, grabbed the lead on the third lap, showing his familiarity with the track by turning lap times in the 1:28-range before the crew told him to slow to consistent 1:32s.

EBC/Shoei/Kal-Gard/Sudco/O'Neal/Cosworth/RK/Bates/Racers Supply-sponsored Team Hyper-Cycle usually competes in the AMA/CCS Endurance Challenge Series, but decided to compete at their home track in order to better prepare for the next AMA event at Road Atlanta on May 14.

Domay led Harth, who turned one lap at 1:32.6, 97.1 mph, while Graves held down a respectable third on the Johnson and Woods Suzuki GSXR1100. Russell pursued in fourth and by the 15-minute mark was up to third.

Team From Behind dropped their Kawasaki EX500 at the edge of the track in turn one, but picked it up and returned to action. Later, on lap 71, they were seen with their speedometer cable dragging on the ground moments before a high speed crash in turn nine ended their day.

By the 45-minute mark, Domay had lapped through sixth place, and was extending his lead. Russell set his sights on Harth, and a few minutes later put the move on for second.

"I was working a lot harder than Russell," said Harth, who was disqualified from the win in a Suzuki Cup race at Talladega on April 10 because he was running an illegal six-speed transmission in his personal GSXR1100 — a decision he said was his own and in no way a reflection on Team Hammer/Suzuki. Bruce Hammer, however, thought otherwise, fining Harth $1000 and threatening to fire him if he's ever caught cheating again. As a result there was noticeable tension in the pits between Harth and Ulrich.

Dunlop/Kal-Gard/EBC/RK/Progressive Suspension-sponsored Solmax Racing USA's Russell stretched his advantage over Harth, and soon lapped Kayo Racing, who had problems throughout the day.

Kayo had added an additional reservoir onto the top of their Yamaha FZR1000's fuel tank, and the sharp welded edges rubbed the riders' arms uncomfortably. Ken Welty covered it with foam rubber and tape, which reportedly helped.

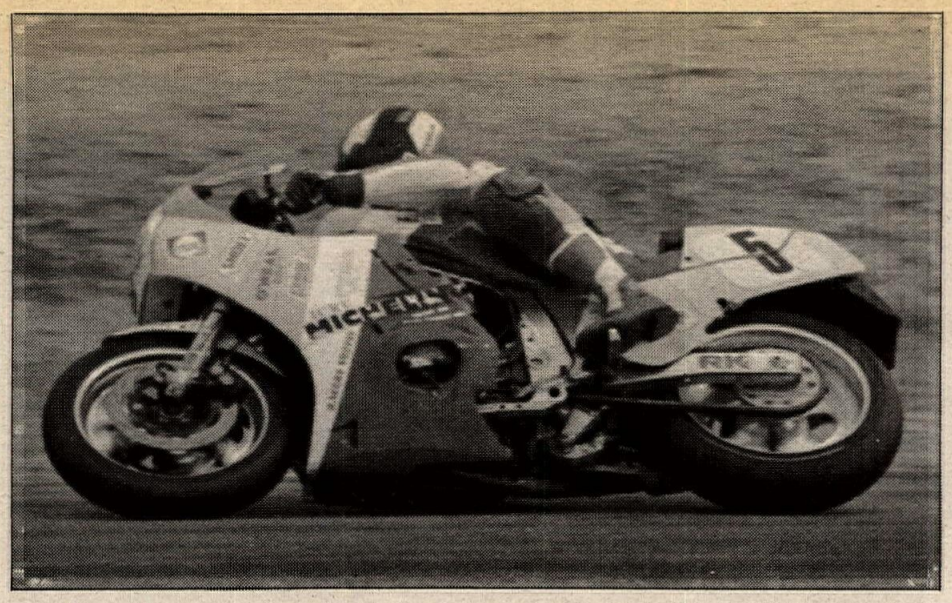
Russell was one of the first to pit, coming in at the 50-minute mark and handing off to Kevin Rentzell. Rentzell has been racing cars lately, and winning a number of races.

"Car racing is like slow motion compared to this," he said.

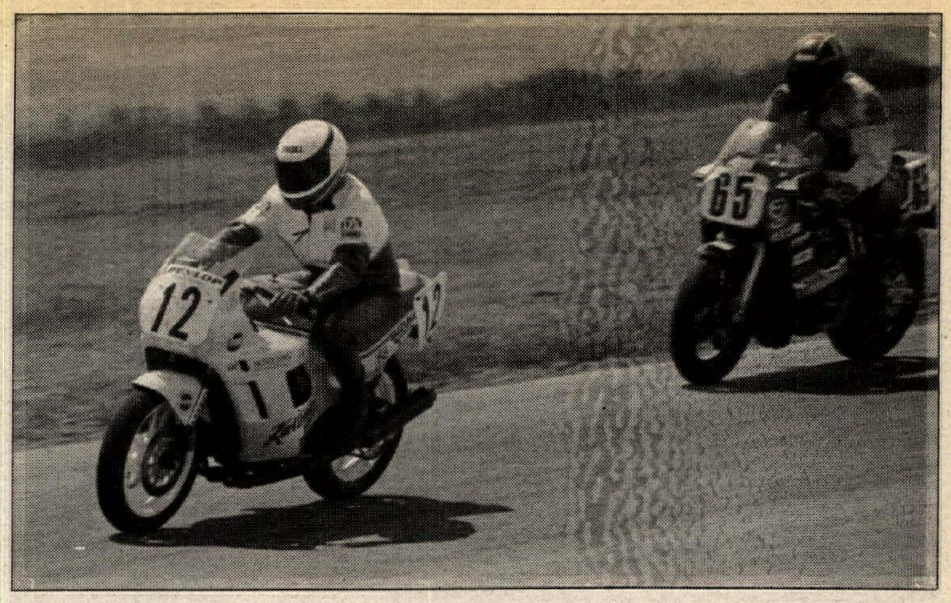
Nearing the completion of the first hour, Graves crashed the Johnson and Woods bike in turn one. He picked it up and managed to make it back to the pits, but the team lost valuable time making repairs. They soldiered on, but retired on lap 134 with a broken chain and engine case. They were credited with a seventh place finish in the Heavyweight Superbike class.

Rad Racing also suffered a broken chain, and were seen pushing their Suzuki GSXR750 back to the pits from turn eight. They eventually rejoined the race, netting a fifth in the Heavyweight Production class.

The leader pitted after one hour and 20 minutes, with Carry Andrew replacing Domay in a brilliant five-



Hyper-Cycle's James Domay and Carry Andrew ran away with the race, lapping the field before an oil leak eliminated them during the fifth hour.



K.D. Racing's Ken Davis and Chuck Magnusson (65) finished fourth overall; second in Heavyweight Production. Royale's Doug Henry and Terry Bailey (12) took eighth overall and first in Middleweight Production.

second stop. Domay averaged 97.5 mph for the first hour.

"The bike worked flawlessly," said Domay. "We wanted to get a little buffer, then cruise the rest of the way."

Hyper-Cycle was running Michelin radial tires — a S1226 rear and S0212 front — and were planning to change just the rear tire. The team had averaged 70 mpg at Daytona, but were expecting to use more fuel at Willow Springs.

Andrew has been at the center of controversy in the past — first after being involved in the Daytona crash that injured Freddie Spencer in 1986, and more recently from the penalty assessed to him after brake problems caused him to bypass the chicane at this year's Daytona Endurance race — and today was no different. WERA officials threatened to dock him a lap or fine him $250 for wheelying down the pit lane, in spite of his claims that it was a "power wheelie."

"I'd rather pay the fine than bust my butt trying to put another lap on those guys," said teammate Domay.

Though occassionally referred to by other competitors as "Scarey Carry," more than one racer took notice of Andrew's riding ability today, with one commenting that, "He won't cut you an inch on the track, but you've got to admit that he's a hell of a rider."

While Hyper-Cycle pitted, all hell broke loose on the track. Riders went down in turns one, three and top-of-the-hill turn four. One of those that went down in turn four was former Speed Boy Mark Heiser of Kayo Racing.

"There were a bunch of guys down in four," he said. "I bump-started it downhill in the dirt!"

Kayo re-joined the race after changing a clip-on, shift lever, and footpeg assembly. They soldiered on to finish fifth in the Heavyweight Superbike class.

Harth took it easy getting through the accident scene, turning a couple of laps in the 1:40-range to signal the end of his riding stint. He soon pitted, handing the Suzuki/SBS/Tsubaki/Arai/Fox/Cam 2/American Roadracing/Michelin/Bel-Ray/'Z' Leathers/Emgo-sponsored Suzuki to Jamie James. The stop took a long 49 seconds, which allowed Hyper-Cycle to lap them.

Harth claimed that the tires, the hardest Michelin radials available, were more than a year old.

"The tires were gone in two laps, so I just cruised," he said.

Ulrich said the tires were the same ones being used by Team Hyper-Cycle, who were leading at that point, but that since the hard compound was in short supply anyway, they'd change to a softer compound before Cooley got on the bike during the next pit stop.

Many out-of-state riders had problems with the high-speed Willow Springs layout, particularly wide-open turn eight, with more than a few referring to it as "intimidating." New Team Suzuki riders Mike Harth and Jamie James were among those who seemed to be having problems with the track.

"I never cared for it that much; I don't like the desert," said Harth.

Team Hyper-Cycle's Andrew also noticed this, and told track announcer Glen Billings that the Team Suzuki riders "seemed really uncomfortable on the track."

One of the riders who enjoyed the track was Georgian Scott Russell, who was making his third appearance at the circuit.

"I like it; it's a nice change," he said.

Russell came into this event with a 10-race winning streak, and was riding with a wrist strap due to an injury.

Solmax encountered problems during the second hour which started when Rentzell crashed in turn one. Rentzell nursed it back to the pits, and handed off to Russell after making the necessary repairs. Russell was then black-flagged because the starter didn't see the WERA technical inspector re-teching the bike at their pits. The situation was resolved and Russell re-joined the fray. But a few laps later, crew chief Vic Fasola called him back into the pits to have the fairing re-installed. The team lost a lot of time, but started a charge which would eventually land them second.

"I still think we'll do good today," said Solmax' Cindy Bowen, citing the fact that they'd won the WERA season opener at Talladega despite crashing twice.

Southern California's Team Lips held sixth place at the end of the second hour, but a turn three crash by Art Kawaguchi after just three laps of his stint dropped them from competition. Teammate Kent Kunitsugu had passed Kayô Racing and turned lap times in the 1:34-range on the William Beck-owned Suzuki GSXR750, despite complaining earlier about the bike's brakes and high speed manners.

Jim Williams Racing held fourth overall throughout hours two and three. The Yoshimura/Motul/Dunlop/Mark Matzinger/Slater Brothers-sponsored team, who also receive help from AMA Superbike competitor Scott Gray, ran on Dunlop K591 street tires. They planned to make one rear tire change since their machine was fitted with a quick-change set-up.

Regular Jim Williams team rider David Deveau was absent from this event because he was breaking-in a motor at Sears Point. In fact, the entire team was planning to compete in AFM club races at Sears Point the next day.

"We had a flat spot between nine and 10,000 rpm during practice, but we raised the needles two clips and that fixed it. Other than that we've had no problems," said Mark McDaniel.

PDQ Racing's Todd Poindexter and Marc Lautzenhiser held second in the Middleweight Superbike division all day, though they were slowed by overheating Metzeler tires during the fifth hour.

"The attrition doesn't start until the fourth hour," was a popular sentiment during this race, echoed by more than one team spokesman, and many teams suffered mechanical and crash-induced damage during the later stages of the race.

"Three to four hours aren't long enough for strategies; six to eight hours are. It's a great game of chess," explained Caz Racing's Jim Cazort, who's team had been running third in the Middleweight Superbike class, but retired with mechanical problems. Jim displayed a spark plug with the electrode missing entirely; undoubtedly embedded in the top of a piston.

It was at this point that James was replaced on the Team Suzuki machine by Cooley, who immediately began turning 1:31 lap times — faster than either Harth or James had gone all day — despite the fact that he hadn't practiced on the machine. As Cooley quickened the pace, so did Domay, who turned a number of 1:30s.

Can Hyper-Cycle keep up the pace?

"Why not?" said Ulrich.

But Hyper-Cycle's seemingly certain runaway victory went up in smoke on lap 181 when an oil line broke, covering the motor and rear tire with motor oil. Crew members Karl Paul and Ron Wilson worked frantically, cleaning the machine and changing the tire, but Andrew's efforts to locate a replacement part were fruitless.

"A $20 part!" exclaimed Andrew, "So much for 'Team No Bucks'. . ."

With Hyper-Cycle out of the picture, Suzuki now led second place Human Race Team by six laps. The "Zoomin' Humans" held third for most of the day, running Metzeler MBS tires on their Yamaha FZR1000. The Klotz/Metzeler/Fox/GS/Megacycle/Russell-sponsored team suffered from brake shuddering problems late in the race; they suspected that the rotors were damaged when the tires were mounted. But that wasn't their biggest complaint.

"Bugs are the main problem," said Ben Martinez as he cleaned his face shield. "Also the wind; it plays havoc with you. You get a tailwind going into turn eight and you pick up about a million mph!"

Team Suzuki's James set it on auto-pilot and cruised to the win.

Solmax got past the Humans during the last hour, eventually turning 222 laps to the Humans' 221. Completing 218 laps were fourth place finishers K.D. Racing and fifth place Jim Williams Racing.

Royale Racing took eighth overall and first in the Middleweight Production class on their Suzuki 600 Katana. They're sponsored by Dunlop, Castrol and Shoei, and plan to compete in the entire series.

Team Sledge's Lawrence McNutt, David Bryant and John Sumani finished 17th overall, taking first in the Lightweight division on their "EX450." The bike started life as a Kawasaki EX500, but is now fitted with a motor from a 454 LTD, 35mm Keihin carburetors and the dual-disc brake front end off of a Yamaha FZ600. The Michelin ICRT/Racers Supply/Kerker/Sudco-sponsored team used one set of Michelin slicks to go the distance, finishing with cord showing through the rear tire. They plan to run the West Coast events only, and will switch to an 18-inch rear wheel in the future so they'll finish with more rubber.

"Tire changes are a real problem with a drum brake," they said.

Wes Cooley summed up Team Suzuki's efforts, saying, "Sometimes when you're riding and you think there's something wrong, you get it in your head and there's no changing it. By sending me out to turn some fast laps, the other guys said, 'Hey, if he can go that fast, so can I!' "

Yeah. Fast enough to win. •

Results

OVERALL: 1. Team Suzuki Endurance (Suz); 2. Solmax Racing USA (Suz); 3. Human Race Team (Yam); 4. K.D. Racing (Suz); 5. Jim Williams Racing (Suz); 6. Hard Core Racing (Suz); 7. Fifty One Fifty (Suz); 8. Royale Racing (Suz); 9. Team Osprey (Suz); 10. DDT Racing (Suz).

H/W S/BK: 1. Team Suzuki Endurance (Suz); 2. Human Race Team (Yam); 3. Hard Core Racing (Suz); 4. DDT Racing (Suz); 5. Kayo Racing (Yam).

H/W PROD: 1. Solmax Racing USA (Suz); 2. K.D. Racing (Suz); 3. Fifty One Fifty (Suz); 4. Team Osprey (Suz); 5. Rad Racing (Suz).

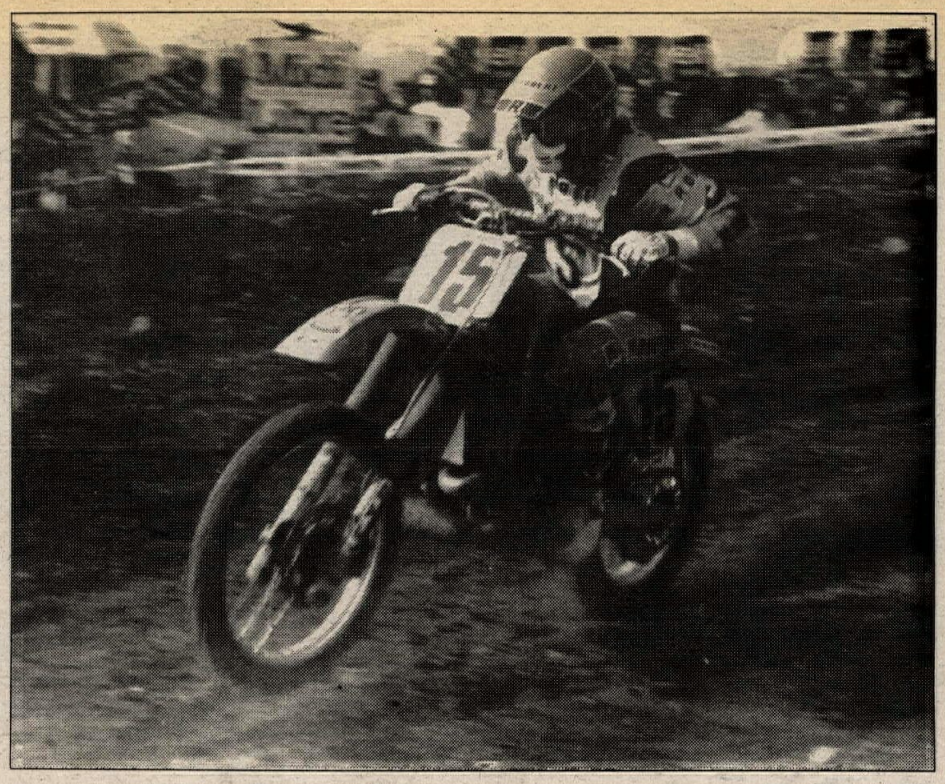
M/W S/BK: 1. Jim Williams Racing (Suz); 2. Anderson Racing Team (Yam); 3. The Spinlads (Hon); 4. PDQ Racing (Suz): 5. Billy and the Boingers (Hon).

M/W PROD: 1. Royale Racing (Suz); 2. B Cal (Suz); 3. Team Belchfire (Yam); 4. Team 99 (Yam).

L/W: 1. Team Sledge (Kaw); 2. Bad Habit (Yam); 3. Team Spirit (Yam); 4. FBN Racing Team (Yam); 5. Santa Barbara Riders (Kaw).

WERA NATIONAL ENDURANCE ROAD RACE SERIES POINT STANDINGS: 1. Solmax Racing USA (186.45); 2. Team Suzuki (179.79); 3. Kayo Racing (146.06); 4. Fifty One Fifty (135.64); 5. (TIE) Human Race Team/Royale Racing (118.67); 7. PDQ Racing (114.84); 8. Hard Core Racing (109.9); 9. K.D. Racing (81.5); 10. Jim Williams Racing (78.5).

David Thorpe started off his quest for a third 500cc World Championship with a pair of wins, which put him 10 points out front, at Sittendorf.



Kurt Nicoll's 2-4 finishes were good for second overall and left him second in the standings after one round.

World Championship 500cc MX Series: Round 1

Thorpe storms to Austrian GP opener win

By Alex Hodgkinson
SITTENDORF, AUSTRIA, APR. 17

David Thorpe signalled to the world that he is determined to regain the 500cc World Championship, which he lost last year due to a broken arm and had previously held in 1985 and '86, with a double-moto win at the opening round of the Grand Prix season at Sittendorf.

Thorpe's victory immediately gives him a 10-point advantage over fellow Englishman Kurt Nicoll, who was second overall after finishing second in the first moto then colliding with Belgian Dirk Geukens in moto two for a fourth-place finish. Geukens was third overall with a pair of fifths and is tied for third in the standings at 22 points with Italian Michele Magarotto, who finished 3-9. American Billy Liles scored 20 points with 3-11 finishes and holds fifth in the standings.

After retiring from the first race with a flat tire, Sweden's Hakan Carlqvist showed that at 34 years-of-age he is not too old as he took the runner-up position in round two.

Without consulting the riders, the organization went out before the first moto and watered the start straight and first two corners while leaving the rest of the track a dust bowl.

"Incredible," declared Nicoll. "The one part of the track which should never have been watered they have soaked and the rest which needs it has been left. There is going to be a big crash, I just hope I'm not in it."

And Nicoll's prediction came true. The field drifted out on the first sweeping right-hander and ripped out all the stakes marking the track, then under braking for the sharp, left-handed second turn, leader Magarotto went sideways in front of American Goat Breker.

"I just couldn't avoid him, but the contact knocked him back straight and I went down," said Breker.

France's Jacky Vimond touched Breker and was catapulted into the fence, and was taken to the hospital with a possible broken leg. Leif Persson was unable to avoid Vimond and Mark Banks ploughed into the Frenchman's Yamaha. Erik Geboers, Karl Sulzer and Guy Van Geel were also taken down. Thorpe just managed to avoid the wayward Yamaha and almost crashed into Nicoll.

Claudio De Carli took up the challenge of Magarotto before dropping back with front fork problems for an eventual seventh. Andy Nicholls, Thorpe and Nicoll were establishing their dominance after the race had settled down with riders feeling their way in the horrendously dusty conditions.

Thorpe said, "The whole track was bad, but the Kinigadner Hill was the worst of all. I had to go off the ideal line if I was behind anyone just to see the ground in front of my front wheel."

Thorpe demoted Nicholls from second on the eighth of 22 laps, and two laps later he set about passing Magarotto.

"I was concentrating on establishing a rhythm until then," said Thorpe, "but when my father signalled me that Nicoll was coming I decided to get in front and clear off. Seeing Kurt's name on the board is like showing a red rag to a bull for me."

As soon as he had pulled out a healthy lead Thorpe settled down to riding comfortably to the flag for the first 20 points of the year. Nicoll also passed Magarotto to finish second, Nicholls was fourth and Geukens rounded out the top five for the moto.

"I decided not to get involved in trying to overstretch myself when David (Thorpe) and Kurt (Nicoll) came past," said Nicholls. "I caught Magarotto on the last lap but then I got into a tank-slapper on the big hill and there was no more time to recatch him."

Carlqvist's chances of figuring prominently had gone as early as the third lap when he pulled out with a large gash in the rear tire from one of the numerous stones on the track. He had already had problems with track-marking tape in his rear brake, but was nevertheless making his way up to the top 10 at the time.

Liles threw away seventh place on lap one when he went down in the muddy turn at the bottom of the course and had to come through to 11th by the moto's end. Geboers also fell in this corner on lap two and could manage no better than 14th behind Kees Van der Ven, who made no secret of his feelings about the track.

"I didn't make a good start, and that's what this place is all about," said Van der Ven. "I got up to 10th at one stage, but then I had to be careful for four laps as a stone made my front brake ineffective. But the track is a disgrace. Three years ago the riders demanded changes and they were made, but since then nothing has been done again and the track is worse than ever. It is solid rock at places."

The second race started with Geukens in the lead. Magarotto was second ahead of Liles, Nicoll, Jo Martens, Thorpe, Carlqvist and Persson. Persson was soon in trouble with a cracked gas tank and Breker moved forward rapidly to join the top seven.

On lap five it was Nicoll's turn to slip off in a stony corner as Thorpe launched an attack on Magarotto while Liles moved in on the leading Geukens. With Thorpe, who soon passed Magarotto, closing fast, Liles stormed into the lead but his attempts to stay clear of the Englishman led to him overdoing things and crashing.

"I thought I would try to race David head-on, but I got into a big tank-slapper and went down," Liles said.

Thorpe was suddenly alone with Geukens chasing as Nicoll started to rapidly close in on Magarotto while Liles and Breker tried to hold off Carlqvist, who had made a small mistake and dropped to the back of the pack. Breker was not happy with his bike, having had little time to prepare it before the race and had dropped to a distant eighth before going out.

"The bike just isn't set up yet, and I nearly killed myself trying to stay on the leaderboard," said Breker.

Magarotto, thinking he had a rear flat, had pulled in for a wheel change only to discover that the poor handling was due to a fading shock, but the stop dropped him way back. That left Liles fourth ahead of Carlqvist, while Nicoll was closing fast on Geukens.

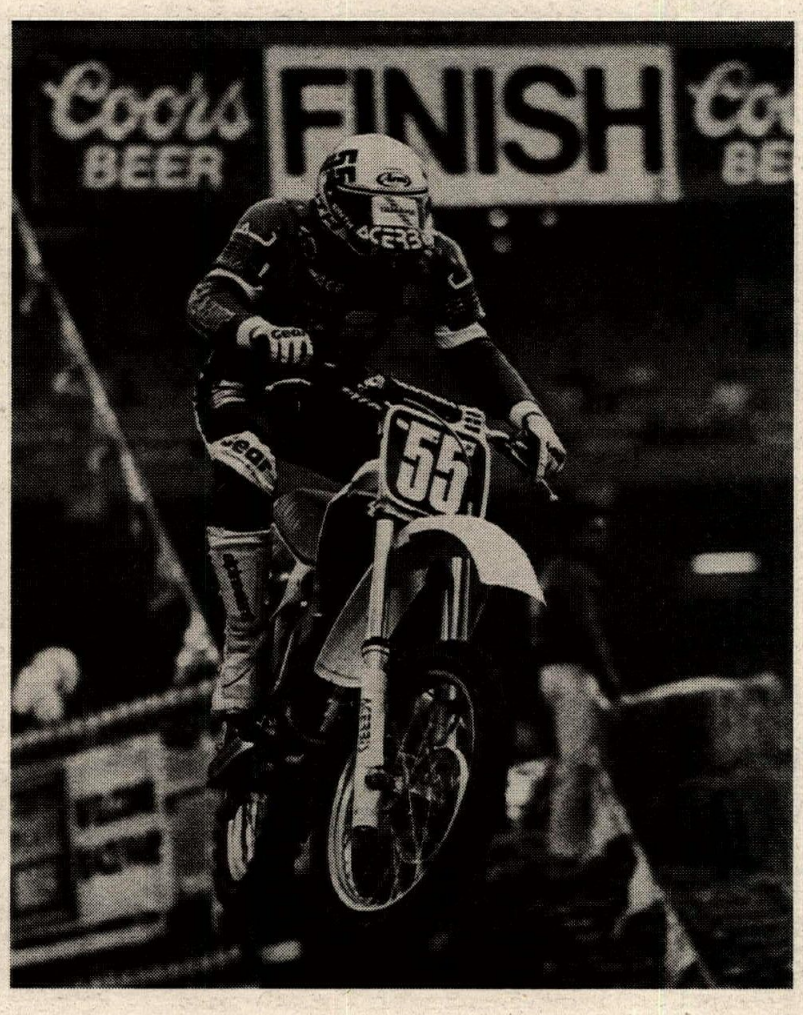
With six laps to race Nicoll dove inside Geukens at the end of the start straight, but Geukens, having not seen his rival, didn't shut off and crashed into Nicoll's rear wheel. Both went down and it was too late for either to regain their places. With Thorpe safe in the lead Carlqvist pounced on Liles with three laps remaining to establish the final leaderboard order of Thorpe, Carlqvist, Liles, Nicoll and Geukens. ●

Results

OVERALL: 1. David Thorpe (Hon) 1-1; 2. Kurt Nicoll (Kaw) 2-4; 3. Dirk Geukens (Kaw) 5-5; 4. Michele Magarotto (Kaw) 3-9; 5. Franco Rossi (Kaw) 6-7; 6. Billy Liles (Kaw) 11-3; 7. Andy Nicholls (Hon) 4-12; 8. Mark Banks (Hon) 9-8; 9. Eric Geboers (Hon) 14-6; 10. Kees Van der Ven (KTM) 13-10.

POINT STANDINGS: 1. Thorpe (40); 2. Nicoll (30); 3. (TIE) Geukens/Magarotto (22); 5. Liles (20); 6. Rossi (19); 7. (TIE) Carlqvist/Nicholls (17); 9. Mark Banks (15); 10. Geboers (12).

In Pontiac, we built excitement.



In Pontiac, Michigan, not far from the factories of the giant auto makers, hearts were all aflutter.

Only they weren't beating for the cars. They were thumping for the bikes in the AMA National Championship Supercross Series.

Dazzling the cheering crowd, Mike LaRocco snuck up from behind to snatch the 125cc class.

And taking second place was Mike Jones, giving him enough points to currently lead the 125 Eastern Region.

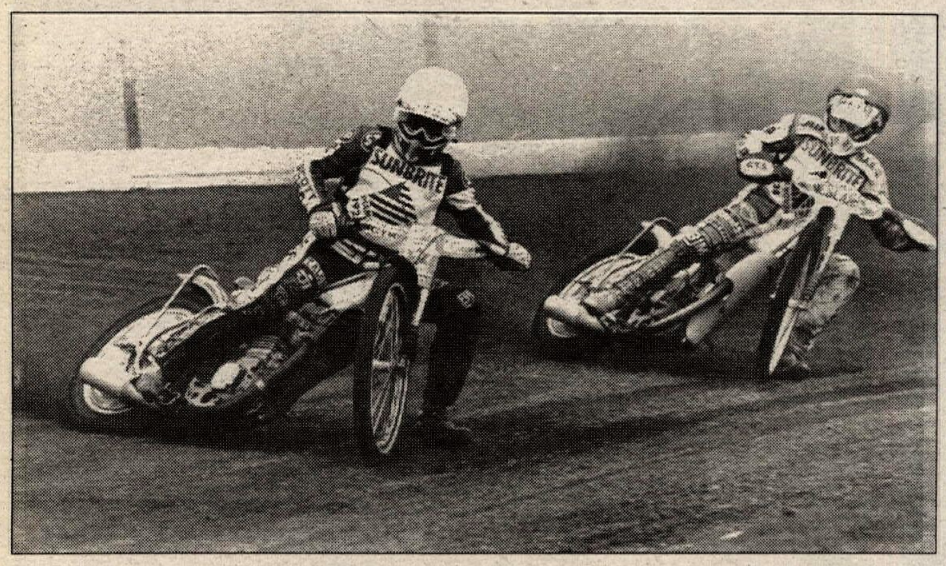
But perhaps the most thrilling achievement of the day was the fact that both Mikes raced to victory on box-stock Yamaha YZ125's.

Which goes to show, when you really want excitement, don't see a car dealer.

See a bike dealer. One of ours.

YAMAHA
We make the difference.™

Top scoring British rider Chris Morton leads America's Rick Miller and England's Gary Havelock during round one of the Diamond Jubilee Series.



American Lance King and England's Simon Cross battle during race three. The Jubilee Series opener was held in Bradford, England.

Americans Shawn Moran and Robert Pfetzing power around the outside of Britian's Simon Cross during heat five.

Diamond Jubilee International Speedway Series

Brit speedway team tops U.S.

By John Hipkiss

BRADFORD, ENGLAND, APR. 17

American speedway stars made a disastrous start in the Diamond Jubilee International Series in the opening match at Bradford when they went down by 24 points to a more determined and better equipped British squad.

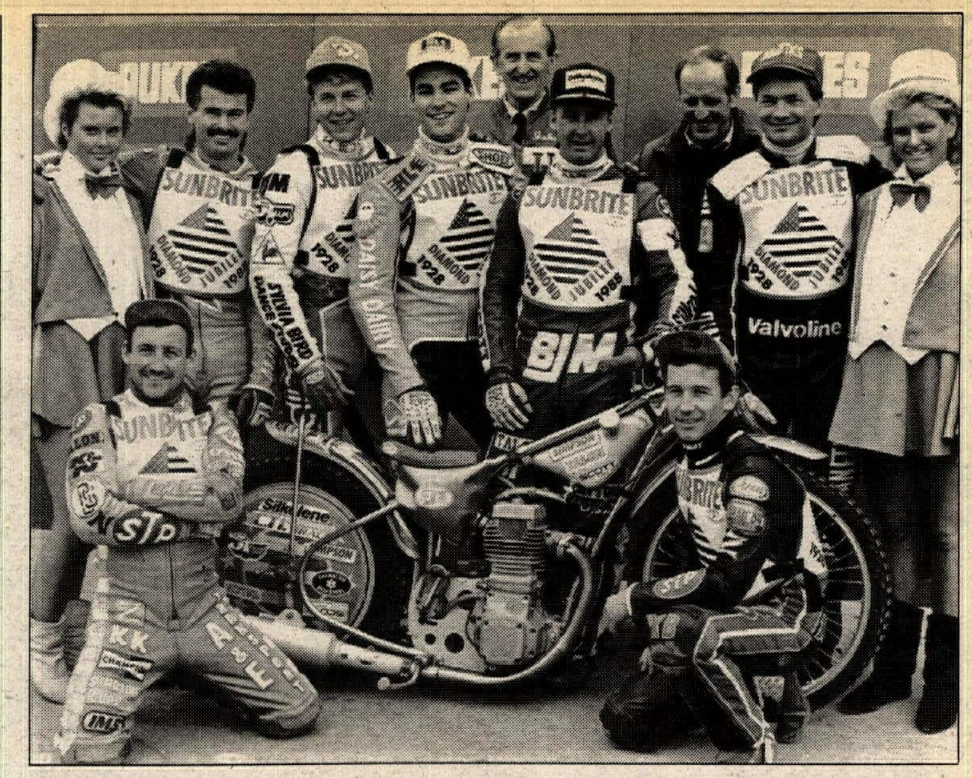
The mini-World series has been introduced to celebrate the launching of speedway in Britain 60 years ago and is backed by a $100,000-plus sponsorship from the National Coal Board. Four nations — the U.S., England, Denmark and Sweden — are taking part on a league basis with the top two teams qualifying for a final confrontation at King's Lynn on June 26.

The test matches between England and the U.S. have been canceled this year to make way for the celebration matches and the pressure is now on the Americans if they are to qualify for the final stage. They cannot afford any more slips and will need to beat the World Champion Danes and Sweden in their remaining matches if they are to advance to the final.

They were hardly fired up for the occasion at Bradford. Sam Ermolenko, third in the World Championship Invitational Final in Amsterdam, Holland, last year, was missing from the squad, having returned to the U.S. for the mandatory meetings demanded by the American federation, the AMA, and team manager John Scott was relying heavily on the scoring power of Shawn and Kelly Moran, but the brothers did not respond to the call.

Less than 24 hours earlier, the Morans had combined to score 27 of Sheffield's 38 points in their British League match at Cradley Heath, but at Bradford they were sadly off key. Shawn had a mixed bag, winning three of his six races and taking only one point from his other three rides, while elder brother Kelly fared much worse, collecting only two points in four outings. He was not sharp enough off the starting gate and

Riders for the English team included Simon Cross, Jeremy Doncaster, Simon Wigg, Neil Evitts, Kelvin Tatum, Chris Morton and Gary Havelock. The English riders defeated the Yanks by 24 points.



The American team was made up of Mike Faria, Rick Miller, Randy Green, Lance King, Robert Pfetzing, Shawn Moran and Kelly Moran. American Sam Ermolenko missed the meet to race in the United States.

though he rode hard, he could not make up ground on the eager British riders.

Lack of professionalism was the main problem, though. The Moran brothers had four machines between them but by the end of the meeting only one was in top working order.

Lance King and Rick Miller were the only riders to give team captain Shawn Moran any worthwhile support. King, who rode for Bradford for two years before switching to King's Lynn this season, opened well by taking Simon Cross from behind in his first race, and though he did not manage another win he shared top place in the scorechart with his captain, while Miller put in some valuable work at reserve.

The rest of the American squad was sadly out of touch. Rob Pfetzing, who joined Bradford at the start of the season, struggled for four points, and Randy Green, also riding on his British home track, pulled out after taking only one point from two rides. But the most disappointed was Mike Faria who is having his first season in the British League with Belle Vue. Faria was gating well and led in two of his races but could not master the circuit and failed to score.

On this occasion England dictated the terms. Chris Morton, oldest man on the team at 31, led the way with four wins in five races and dropped his only point to teammate Kelvin Tatum. The U.S. team was able to hold its own in the early heats and were only two points down after five races but the gap steadily widened with the Americans taking major points in only one of the remaining 10 heats.

It was a bitter disappointment for the U.S. team but they should have more success with Ermolenko back on the squad for the second match of the series against Sweden. •

Results

ENGLAND: Chris Morton (14); Kelvin Tatum (10); Neil Evitts (10); Jeremy Doncaster (7); Gary Havelock (7); Simon Wigg (5); Simon Cross (4).

U.S.: Shawn Moran (10); Lance King (10); Rick Miller (6); Rob Pfetzing (4); Kelly Moran (2); Randy Green (1); Mike Faria (0).

DRAGBIKE!

QUEEN CITY CYCLENATIONALS V

EDGEWATER RACEWAY PARK
E. Miami River Road Cleves (near Cincinnati) Ohio

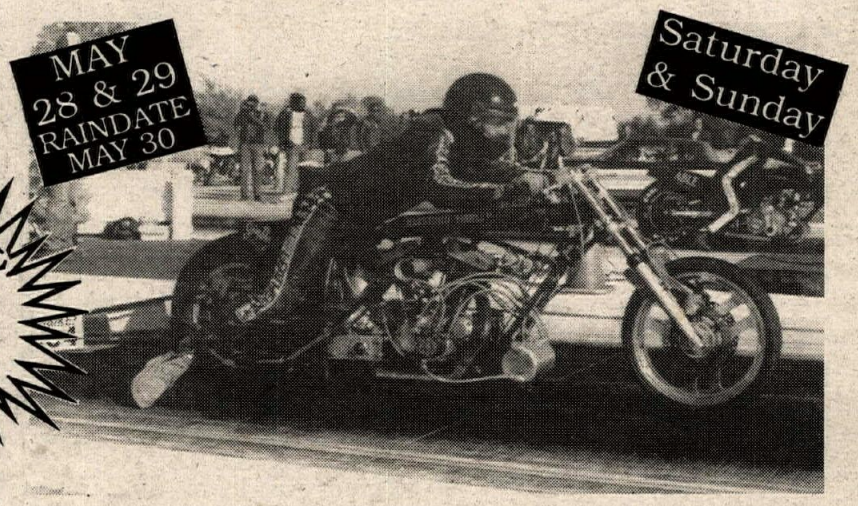
SCHEDULE

SATURDAY
Practice - Pro Qual 10-4
Gambler Race - 1 pm
Race Information
DRAGBIKE! USA (315) 735-1661

SUNDAY
Gate Opens - 8:30
Practice - 9:30-Noon
Final Qual - 10:30
Main Event - 1 pm

SEE THE STARS OR BE ONE!

10th Annual EARTHQUAKE NATIONALS



MARION COUNTY INTERNATIONAL RACEWAY
S.R. 37 3 miles South of LaRue Ohio

SCHEDULE

SATURDAY
10 am - Track Opens
11-5 - Time Trials
12 - 2 - 4 - Pro Qual
1 pm - Gambler Race $500 Win $150 RU
$20 Entry 34 Full Pay
DRAGBIKE! USA (315) 735-1661

SUNDAY
9 am - Track Opens
9:30-Noon - Time Trials
11 am - Final Pro Qual
1 pm - Main Event

TRACK (614) 499-3666

Fritz Kadlec passed leader Eric McKenna just before the finish line but crashed into a lapper moments later and dropped back to second overall.

McKenna now has two Shasta Dam GP victories under his belt; his first win came back in 1984. McKenna led for most of the 85 mile-plus race.

AMA National Championship Hare Scrambles Series: Round 4

McKenna edges Kadlec at Shasta Dam GP

By Kit Palmer
REDDING, CA, APR. 17

After three hours and more than 85 miles of racing, and with just two miles left to go, the 7th Annual National Shasta Dam Grand Prix was far from being decided.

Honda CR500-mounted Eric McKenna was leading hard-charging Yamaha YZ250-armed Fritz Kadlec, and within those last two miles a lot happened. The two riders crashed into each other (plus McKenna crashed once on his own), and they swapped the lead position three times.

But when the smoke had settled, it was still the Arai Helmets/Sinisalo/Torco/Scott USA-sponsored McKenna crossing the finish line first, 26 seconds ahead of second-place Kadlec, to take the hard-fought overall victory and the Vet Expert class win.

"It was *close*," said two-time Shasta Dam GP winner McKenna. His last win was in 1984, which was also a crash-bam, handlebar-banging affair with then Husky-mounted Charles Halcomb.

This year, however, it was a battle against Colorado's Kadlec, who said, "It was a great race although I finished second, but I'm happy. I've never won one of these things, but I've finished second countless times."

The Yamaha/Malcolm Smith/Bel-Rey/Smith Goggles-backed Kadlec did, however, claim the 250cc Expert class win.

Third overall, finishing 41 seconds behind Kadlec on a Yamaha YZ250, was second place 250cc rider Dean Joyner, who was followed in by Honda rider Duke Dowell (third 250) and Dave Bertram (fourth 250). Sixth overall went to 125cc class winner Glen Sabol, while seventh overall was claimed by Open Expert winner Jerome Heiberger on a Honda. Eighth went to second Vet Expert Phil Douglas, followed by Washington's John Nielsen and central California's Donnie Simone.

David Rhodes piloted his Answer Products/Smith/Marushin/Pirelli/mom and dad-sponsored Husky to the Four-Stroke class win.

The National Shasta Dam Grand Prix, hosted by Dr. Terry Rust and his V-R Racing crew, was the best Shasta Dam GP ever, according to most riders. It was well organized, as usual, but most of this year's success had to do with pre-race rains and overcast race-day conditions which kept the normally dusty race virtually dust free.

Three approximately 28-mile loops were run with 274 riders competing in the five-wave, dead-engine start race. Two rows of Experts were needed with current National hare scrambles points leader Tony Hendon and his ATK 406cc two-stroke blasting off the line first, bidding for his fourth straight National hare scrambles win.

However, it wasn't to be.

During the second loop Hendon surprisingly pulled into the pits, calling it quits for the day.

"I came into the second checkpoint on the first loop," said Kentuckian Hendon. "I stopped, they took my number, I took a left and headed out. The second time around, I get there (check two), I stop, and they wave me down to go to the right this time. There was an A trail and a Novice trail, and the first time around I went down the Novice trail. The second time I went down the A trail. It was real foggy up there and it was hard to see, and I missed the signs leading into the trails and nobody said anything."

This wasn't the only time Hendon had problems with getting lost at the Shasta Dam GP.

"I did the same thing last year, too," said Hendon. "I got off the trail somewhere on the three-wheeler trail and I never knew it until after the race when they disqualified me. So there was no use in continuing today and try and kill myself when I know I'm just going to get disqualified."

Curtis Dice, a top runner in the Open Expert class, was DQed for the same reason.

With Hendon out of the running, and with local favorite and many-time Shasta Dam GP winner Ron Naylor not competing due to a broken collarbone he sustained while practicing a week before the race, the overall was up for grabs.

McKenna took over the lead heading into the second lap, while another local favorite, Dowell, had to take a long pit heading into lap three to change a flat rear tire. Back in fourth was Kadlec, who was just ahead of a moving-up Heiberger.

"The first lap wasn't good for me," said Kadlec. "I was hating life. It was foggy and I was scared because I didn't want to go as fast as everybody. I was tense and fighting the bike."

But he soon got over it and started gaining ground on McKenna.

It was during the final lap when all the action took place. McKenna was enjoying a fairly comfortable lead while Kadlec was busy dicing with Joyner, who had been battling with Heiberger before the Honda rider pulled into the pits before the final lap to refuel, giving Joyner some breathing room. But Joyner's breathing room was soon taken up by Kadlec.

Kadlec eventually got around Joyner, and while they were battling, Kadlec snuck up on McKenna.

"I didn't even know he (Kadlec) was there," said McKenna. "Kadlec and Joyner were pushing each other and were closing on me with two miles to go. So, all of a sudden, here comes Kadlec. I was following some lappers in some real tight Manzanitas (bushes) at the time."

"I tried to pass (the lappers)," said McKenna, "but I clipped a bush and, boom, I crashed — Kadlec went by. Then Kadlec tried to pass the lappers too, and I come around the corner and he's (Kadlec) lying there. I locked on my brakes and I couldn't stop; I was going too fast. I slammed into the back of him and knocked him about eight feet down the trail. I grabbed my clutch, it was still running, I picked my bike up and said, 'I'm sorry Fritz,' and took off."

"He was trying to pass these riders," said Kadlec, "and I got by everyone. Eric didn't even know I was there. I just came up on him and passed 'em all, except one guy that hit me and we both went down. I'm sitting there and Eric smashes right into me. It almost tore my boot off and it smashed my rear fender in. Finally I got my bike started and I just followed him in."

McKenna rolled across the finish line shortly after just 26 seconds ahead of Kadlec, then came Joyner, Dice and Dowell.

"I got a fifth place start," said Dowell, "and had McKenna in sight after the pavement. Jerome was running second and a couple of guys went down and I was third. Then

People constantly ask National Motocross Champion Rick Johnson for riding tips. Here he shares some guidelines all riders can learn from.

On The Rights of Others:

"I hate loud bikes, and I've been racing motorcycles for years. How do you think someone who doesn't ride feels about them? Only squids modify their bikes' silencers. And riding on private land without permission is even more irresponsible. It's already tough to find good places to ride; loud machines and thoughtless riders make it tougher. Less sound means more ground."

On Riding Responsibly:

"Drinking and riding or using drugs and riding is crazy, no matter how good you think you are. Serious riders can't afford to take chances like that. Nobody can."

On Concern for The Environment:

"Where you ride is as important as how you ride or what you ride. That doesn't just mean riding in an approved area, it means staying on established trails. If I miss a turn on the track, I might lose a race. When a rider cuts the course anywhere else, erosion makes us all losers."

On Safety Equipment:

"The best piece of safety equipment isn't something you buy, it's what you put inside your helmet—your head. Use it, and ride smart. You don't have to wear the most stylish motocross gear to be safe, but I never ride without at least a good helmet, eye protection, long pants, a long-sleeved jersey, and boots and gloves."

Rick Johnson is a winner on and off the track. And winners ride safely. For more information on riding classes, call the Motorcycle Safety Foundation toll free at 1-800-447-4700.

HONDA
Winners ride safely.

©1988 American Honda Motor Co., Inc. (4/88)

"The rules of the road don't end with the pavement."

—Rick Johnson

Donnie Simone (50), despite crashing hard once, spent the day dicing with 125cc Expert winner Glen Sabol. Simone settled for second.

Jerome went down about six miles out and I was second."

"After that Jerome and I were going back and forth for pretty much the whole first lap then he pulled into the pits, but I didn't because I had a big gas tank," said Dowell. "I took off and was running second until about five miles out before the second pit when I got a rear flat. Dean was right behind me and Fritz was behind him. But just before coming into the pits, I hit a chunk of concrete and went over the bars. I was pissed. I got back up, switched wheels and took off, trying to catch back up, but they were pushing themselves and running their own race. The fog got pretty bad in the mountains; you couldn't see 50 feet ahead of you."

The 125cc bout was a close battle between Sabol and Simone.

"I was leading Sabol after the first lap, but Sabol had a real fast pit and beat me coming out," said Simone. "I caught up to him on the fire roads but he was going too fast. I just let him go. He's good. I didn't want to kill myself to stay with him."

Rhodes, who was working his way up through the pack, dicing with class rival Jeff Irwin, was slowed with a flat tire.

Irwin dropped out after the first lap when the rear brake on his KTM thumper went away. •

Results

OVERALL: 1. Eric McKenna (Hon); 2. Fritz Kadlec (Yam); 3. Dean Joyner (Yam); 4. Curtis Dice (Hon); 5. Duke Dowell (Hon); 6. Dave Bertram (Suz); 7. Jerome Heiberger (Hon); 8. Phil Douglas (Suz); 9. John Nielsen (Kaw); 10. Donnie Simone (Kaw); 11. Duane Hughes (Hon); 12. Paul Funaro (Hon); 13. Duane Scott (Yam); 14. Bob Schield; 15. Robert Neeley (Kaw).

OPEN EX: 1. Jerome Heiberger (Hon); 2. John Nielsen (Kaw); 3. Paul Funaro (Hon); 4. Allen Sine; 5. Michael Carlson (Kaw).

250 EX: 1. Fritz Kadlec (Yam); 2. Dean Joyner (Yam); 3. Duke Dowell (Hon); 4. Dave Bertram (Suz); 5. Don Hougland (Yam).

200 EX: 1. David Porter (Hon); 2. David Shelly (Hon).

125 EX: 1. Glen Sabol; 2. Donnie Simone (Kaw); 3. Robert Neeley (Hon); 4. Gorgo Egyed (Hon); 5. Chad Echelberger (Yam).

SR: 1. Bruce Rust (Suz); 2. Gary Vanderpool (Hus); 3. Eddie Egyed (Hon); 4. Bill Maxim (Hon); 5. Dave Taylor (Hon).

S/SR: 1. Philip Frisbie (Hus); 2. Charles Galbraith (Hus); 3. Richard Carlson (KTM); 4. Dennis Hausmann; 5. Cloyse Holland.

4-STRK: 1. David Rhodes (Hus).

DIST VETS: 1. Eric McKenna (Hon); 2. Phil Douglas (Suz); 3. Duane Hughes (Hon); 4. Duane Scott (Yam); 5. Bruce Rust (Suz).

DIST SR: 1. Gary Vanderpool (Hus); 2. Eddie Egyed (Hon); 3. Bill Maxim (Hon); 4. Dave Taylor (Hon); 5. Louie Marshall (KTM).

DIST S/SR: 1. Dennis Hausmann; 2. Cloyse Holland.

OPEN AM: 1. Bob Schield; 2. Jon Andrews; 3. Ray Neil (Hon); 4. Tim Maratin.

250 AM: 1. Doug Taylor (Kaw); 2. Joseph Abrams (Hon); 3. Chris Peterson (Hon); 4. Jeff Jones (Suz); 5. Brian Dickey (Yam).

125 AM: 1. Mark Kerling (Hon).

SR AM: 1. Peter Gio (Kaw); 2. Robert English (Yam); 3. Paul Wargo (Kaw); 4. Tom Steiecie (Kaw); 5. Mike McClure (KTM).

S/SR AM: 1. Dan Welch (Hus).

4-STRK AM: 1. John May (Hus).

VET AM: 1. Craig Fator (Suz); 2. Pete Mayer; 3. David Wolden (Yam); 4. David Dotson (Hus); 5. Steve Cameron (Kaw).

OPEN NOV: 1. Ron Jones (Hon); 2. Joe Newman (Hon); 3. Ron Norton (Hon); 4. Logan Burns (Hon); 5. Merrick Deal (Hon).

250 NOV: 1. Adam Nuyens (Hon); 2. Jim Stuart (Kaw); 3. Robert Boardway (Hon); 4. Dan Ures (Yam); 5. James Rianda (Hon).

200 NOV: 1. Reuel Brundage (Kaw); 2. Donald Shipman (Kaw); 3. Ted Elswick; 4. Robert Quintero (Kaw); 5. Larry Mann.

125 NOV: 1. Gene Anderson (Hon); 2. Chris Fitz (Hon); 3. Robert Pontarolo (Kaw).

SR NOV: 1. Ronald Mazzagerro; 2. Chuck Elderton (Yam); 3. Robert Miller (Hon); 4. James Reger (Hon); 5. Michael Demaree (KTM).

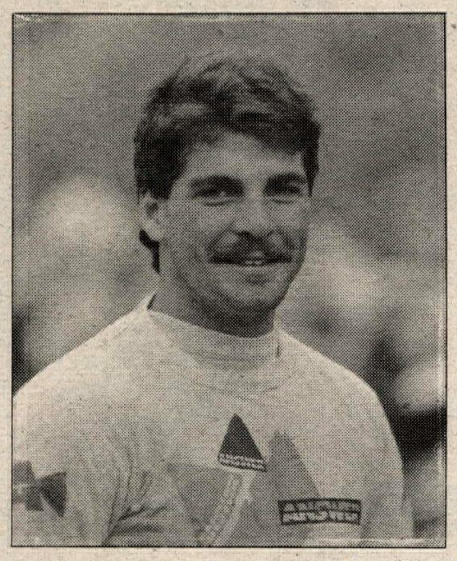
4-STRK NOV: 1. Chris White (Hon); 2. Donald Fredrickson (Hon); 3. Chris Johnson; 4. Mark Broadhead (Hon); 5. Jeff Green (Hon).

VET NOV: 1. Robert Tarrant (Hus); 2. Gabriel Lemos (Cag); 3. Terry Durworth; 4. Tim Tracey (Hon); 5. Jeff Wilson (Kaw).

WMN: 1. Marcy Lzeissler (Hon); 2. Denise Sette (Kaw).

YTH: 1. Milo Ford (Kaw); 2. Scott Rusyn (Kaw); 3. Matt Workman (Kaw).

Current National hare scrambles points leader, ATK's Tony Hendon grabbed the holeshot at the start of the first Expert wave.



Hendon took his third-straight National HS win in Kentucky.

AMA National Championship Hare Scrambles Series: Round 3

Hendon tops Moonshine HS

By Jesse Thomas

CADIZ, KY, APR. 10

ATK-mounted Tony Hendon captured his third straight National Championship Hare Scrambles win, beating arch rivals Kurt Hough, Scott Plessinger, Ed Lojak and Mark Hyde at the Moonshine National held in the confines of the Lake Barkley State Resort Park.

The 12 o'clock start saw Kawasaki-mounted Plessinger take control of the lead, while being pursued by Hough, Lojak, Kevin Brown and Hendon. By the end of the first lap, Plessinger was still out in front, but Brown dropped out of the race after crashing his Suzuki RM250.

Things started getting interesting during the second go-around when Hendon got on the gas and started making his move toward the front; as they completed the lap, Hendon was out in front and moving. Plessinger had dropped to second place with Hough only two seconds behind him. Lojak was cruising in fourth, inches behind Hough.

Just before heading out on the third loop, Lojak had displaced Hough to fourth. By lap four, Hendon had extended his lead to 19 seconds over Plessinger, then followed Hough who had squeezed back by Lojak. Jim Stanfield, meanwhile, had slipped into fifth and had his sights set on Lojak.

Heading into lap five, Hendon was still enjoying his comfortable lead, but Lojak was back on the gas after repassing Hough then Plessinger. Lojak, however, was 23 seconds behind leader Hendon.

By lap six Hendon's lead was up to one minute over Lojak, then came Plessinger and Hough. Hough was on the move again and found a way around Lojak, while Plessinger sat comfortably in second. On the final lap, not a whole lot changed with Hendon crossing the finish line, three hours and seven minutes after the start, two minutes and five seconds over Hough, who was followed in by Plessinger, Lojak and Hyde.

Winning the 125cc class on a KX125 Kawasaki was Illinois' Jeff Fredette, while Eldon Keen finished second. •

Results

OVERALL: 1. Tony Hendon (ATK).

OPEN A: 1. Joe Zierman (ATK); 2. Wally Wilson (KTM); 3. Stan Lojak (Yam); 4. Tim Shephard (Yam).

250 A: 1. Kurt Hough (Kaw); 2. Scott Plessinger (Kaw); 3. Eddie Lojak (Hus); 4. Mark Hyde (Hus); 5. Tim Newell (Hon).

200 A: 1. Kent Stanley (Kaw); 2. David Shelley (Hon); 3. Willard Root (C-A); 4. Bryan Stoughton (Kaw); 5. Ron Laughlin (Kaw).

125 A: 1. Jeff Fredette (Kaw); 2. Rob Neeley Jr. (Kaw); 4. Joe Krivesti Jr. (Yam); 5. Brad Lowe (Kaw).

SR A: 1. Terry Mealer (Cag); 2. Larry Still (Kaw); 3. Jesse Carter (Yam); 4. Clair Parlin (Yam); 5. George Lawson (C-A).

S/SR A: 1. Charles Galbraith (Hus); 2. Jeff Smith (ATK); 3. Lawrence Hayes (C-A); 4. Ronald Rose (Yam); 5. Emmett Cox (KTM).

4-STRK A: 1. Carey Stump (Hon); 2. David Lovell (Hon); 3. Charlie Williams (Hus); 4. Donnie Dunbar (Hon); 5. David Graham (Hon).

OPEN B: 1. Bary Gaston (Hus); 2. John McMahon (Hus); 3. Charles Gilbert Jr. (Hus); 4. Dave Rafferty (C-A); 5. Raymond Williams (ATK).

250 B: 1. Steve Ezell (Cag); 2. Ricky Matterson (Yam); 3. Kenneth Johnson (C-A); 4. Steve Gifford (Hon); 5. Dwain Miinch (Hon).

200 B: 1. Jeff Austin (Hon); 2. Danny Barkley (Kaw); 3. Marty Rittenberry (Kaw); 4. Jeff Sledge (Yam); 5. Vince Throckmorton (Cag).

SR B: 1. Donald Wolfe (ATK); 2. Ronnie Hackett (Hus); 3. Jack Hutson (Hus); 4. Phillip Gibbons (Hus); 5. Alan Still (Hon).

S/SR B: 1. John Giles (Kaw); 2. Joe Heizer (ATK); 3. Charles Burk (Hon); 4. Roy Garrett (Hon); 5. Carl Donelson (ATK).

L/W TRL RIDERS: 1. Dale Stallings (Kaw); 2. Dan Carver (Hon); 3. Chris Etheridge (Kaw); 4. Kristopher McNew (Kaw); 5. Ramey Colson (Kaw).

OPEN TRL RIDERS: 1. Rick Cook (Yam); 2. Jerry Castleman (Hon); 3. Larry Clemons (Hus); 4. Ronnie Holland (Hon); 5. Billy Hall (Yam).

TEAM: 1. Bobby Thomas/Steve Thomas (Kaw); 2. Jerry Lawrence/Kevin Carr (Yam); 3. Nick Thomas/Joe Noel (Kaw); 4. Mark Hosback/Vergle Young Jr. (Cag); 5. Kerry Stinett/Mark Robertson (Hon).

PRODUCT EVALUATION

BMW Touring Backpack

BMW has an excellent reputation for manufacturing quality accessories for the motorcycle rider. A good example of the company's design talents is its Touring Backpack.

Although called a backpack, BMW's grey, red and blue pack is really much more than the name suggests. The backpack proper, which consists of a main compartment with two large pockets on the outside, is attached by zippers to a fannypack, which can be used in conjunction with the backpack or unzipped and used separately for carrying smaller loads. BMW also provides two detachable pockets on the fannypack's belt, which puts gum, wallets, and other on-the-road necessities close at hand.

The backpack's shoulder straps are made of a webbed material and have rubber pads similar to, but larger, than those found on a camera strap.

Along with the backpack's snappy looks and unique design, go a thousand and one uses. The system has been used almost every weekend for six months to carry cameras, assorted lenses, and everything else needed for a day covering a motorcycle race. The pack is roomy and its compartmental design has protected camera gear from the scratches and scrapes suffered in a previously used one-big-sack-type backpack.

The backpack system has proven to be comfortable as well. It saw me through last year's two-day Barstow-to-Vegas dual sport ride, stuffed to the gills with cameras, film, spare parts and food, and was hardly noticed while riding.

Quality is typical BMW as well. The backpack system has survived some rough handling in its six months of race coverage, never-ending dust and dirt, and even an endo or two. It shows little signs of wear or tear and a quick wipe with a sponge has it looking brand new again. I only wish I could say the same for the rider that was carrying it.

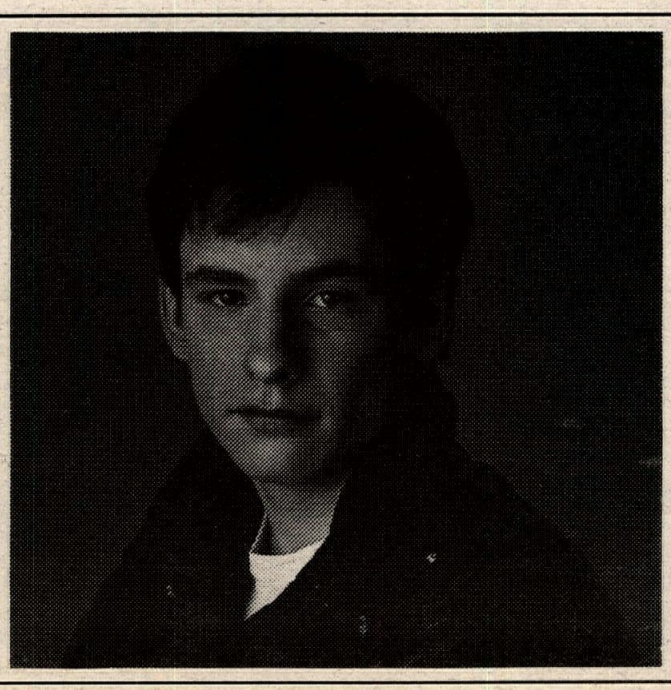
On the minus side, the shoulder straps are somewhat narrow and tend to cut into the rider's shoulders if the pack is heavily loaded. The straps are attached to the pack with hooks, though, so perhaps a wider shoulder strap with some extra padding could be used instead.

The BMW Touring Backpack system has become an indispensible part of my riding equipment and is proving to be a solid, reliable riding partner. It can be purchased for $120 at your BMW motorcycle dealer.

Tom Van Beveren

THE ORIGINAL DRAFT.

IN 12 OZ. KEGS

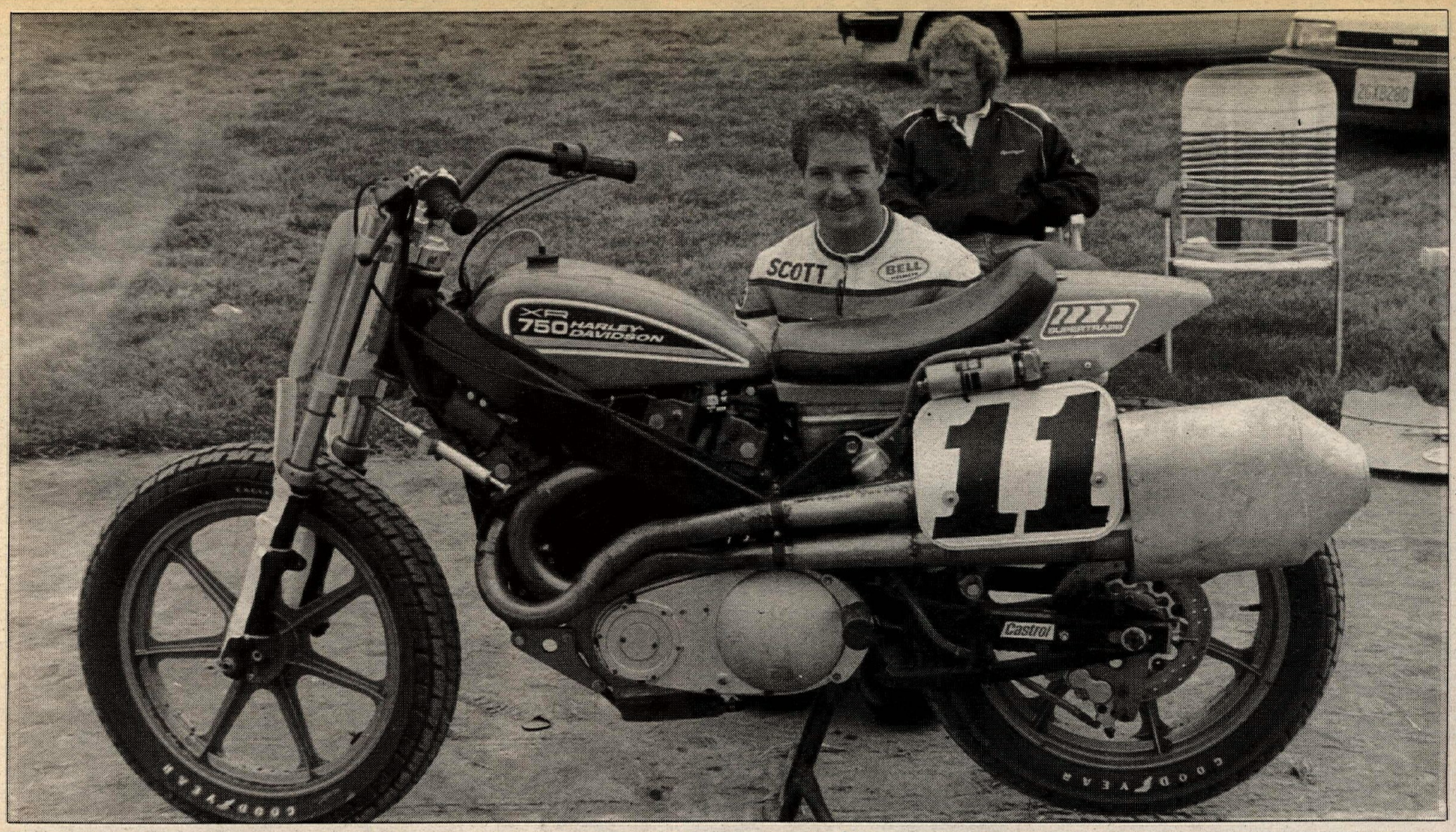


A Man's Gotta Do What A Man's Gotta Do

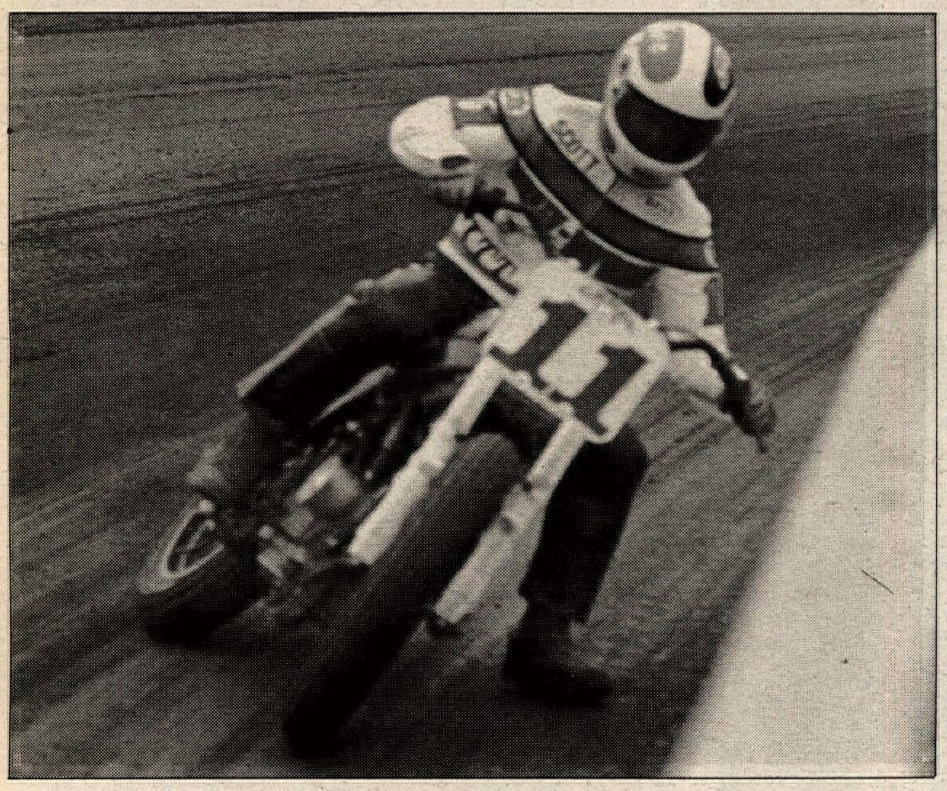
All young men have one responsibility in common. They have to register with Selective Service within 30 days of their 18th birthday. All it takes is five minutes at any post office to fill out a simple form. So if you know a young man about to turn 18, remind him to register. It's one of those things he's got to do.

Register with Selective Service
It's quick. It's easy. And it's the law.

A public service message of this publication and Selective Service System.



Scott Parker, Jay Springsteen and Chris Carr tested a prototype, perimeter-design dirt track frame in California the day after the Sacramento Mile.



Parker powers Harley-Davidson's prototype chassis through turn one on the mile oval at Cal Expo State Fairgrounds in Sacramento.

Harley tests new dirt track frame

By Farren Williams
Photos by Mitch Friedman

SACRAMENTO, CA, APR. 17

Harley-Davidson factory riders Scott Parker and Chris Carr, and three-time Grand National Champion Jay Springsteen, tested a prototype XR750 dirt track frame today on the mile oval at Cal Expo State Fairgrounds.

After a full day of testing, the riders said the new, one-of-a kind, chassis is at least as good as Harley's stock dirt track chassis. Harley-Davidson racing officials added that they are pleased with the results of the testing.

The prototype is a rigid, perimeter-stye frame designed to reduce flex. Perimeter design features two, thick, rectangular, upper frame tubes running straight from the steering head to the swingarm pivot, wrapping *around* the sides of the engine. Harley-Davidson's stock chassis features conventional twin downtubes which run under the engine.

Perimeter frames are common on road race bikes, and the new Harley-Davidson unit is similar in appearance to the Delta Box aluminum frames found on Yamaha's top-of-the-line, FZ-series sport bikes. The Harley chassis, however, is made from folded and formed 64130 sheet chromemoly steel.

The frame features single shock rear suspension with the shock mounted on the left side of the bike, but it can be changed to dual rear shocks, if a rider or mechanic so desires. Parker's tuner, Bill Werner, currently favors the single shock setup.

The frame is wrapped around a factory Harley-Davidson XR750 engine which Parker described as, "a dyno engine, but nothing special."

"The new frame is just a little bit more rigid," Parker said before the test. "It's never been on the dirt before, so we'll just see how it goes."

After the test, Parker said the new chassis is, well, different.

"It's not like the Lawwill frame we've been riding," said Parker. "You seem to have a little more trouble keeping your foot on the peg in the corners.

"It does feel more stable," Parker said. "It feels a tad bit top heavy and the front end feels a little different — it isn't good, it isn't bad, it's just different. That made me a bit more cautious when I was riding it.

"It feels twice as wide as a Harley," said Parker. "When you let off the gas a little, she wants to come back and track, and that's good. But when you hit a slick spot in a corner and it went sideways, it went completely sideways and it did it *right now*.

"It's definitely got potential but we need more track time."

For the most part, Carr agreed with his teammate.

"It felt a little top-heavy," Carr said. "It handled well. It tracked through the corners. I could make the thing go where I wanted it to go. It could definitely be something in Harley-Davidson's future.

"I turned my fastest times of the day on that motorcycle," Carr said. "It's harder to ride through the corners. I had to muscle it a little more and use a little more throttle control to keep the wheels in line."

According to Rob North, the Chula Vista, California, fabricator who designed and built the frame, the concept behind the chassis is to, "make the frame more rigid; to stop the wobbling and flexing of the rear wheel.

"It has the same geometry (as Harley-Davidson's stock chassis) but it has a different look and, because it's a perimeter frame, it's more rigid.

Englishman North, who came to the United States in 1973 and "never went back" is remembered by most race fans as the fabricator who designed and built the road race frames for the Triumph triples and three-cylinder BSAs ridden by Dick Mann and his contemporaries on the National circuit in the early 1970s.

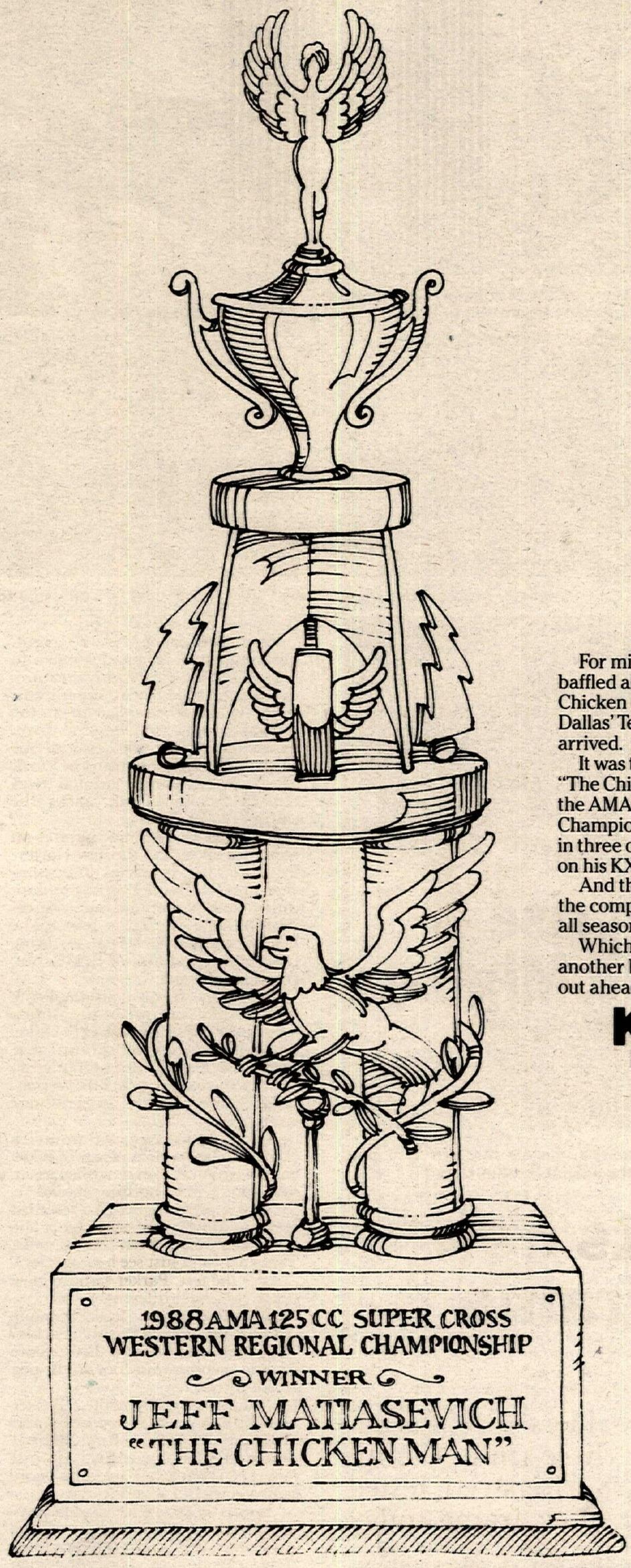
According to Harley-Davidson Race Team Manager Bob Conway, the perimeter frame passed it's first test with flying colors.

"We had three questions when we went testing," said Conway. "Is it safe? Yes, it is. Is it as good as what we have now? Yes, it is. Will it respond to changes the way we want it too? Yes, it will. Now all we need is time and money to make more modifications.

"I can't comment on the (lap) times," said Conway. "A lot of things affect times, like track conditions. The track keeps changing during the day. I wouldn't swear on a stack of bibles that it made them (the test

(Continued to page 25)

THE "CHICKEN" CAME FIRST.



For millions of years the question had baffled all mankind. Which came first, the Chicken or the Egg? On April 16, 1988, in Dallas' Texas Stadium, the answer finally arrived.

It was the Chicken. Team Kawasaki's Jeff "The Chicken Man" Matiasevich emerged as the AMA 125cc Western Region Supercross Champion for 1988. This, after coming in first in three of four Western Supercross events on his KX125. Congratulations, Champ.

And the Egg? It was all over the faces of the competition, who trailed the "Chicken" all season long.

Which brings to mind the answer to another burning question. Those who come out ahead buy a Kawasaki in the first place.

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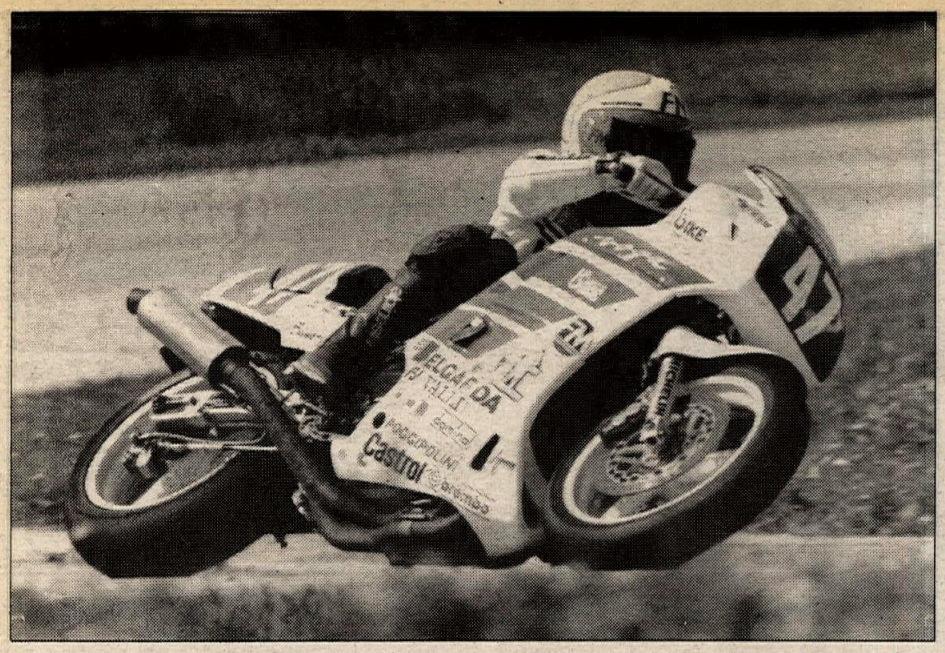
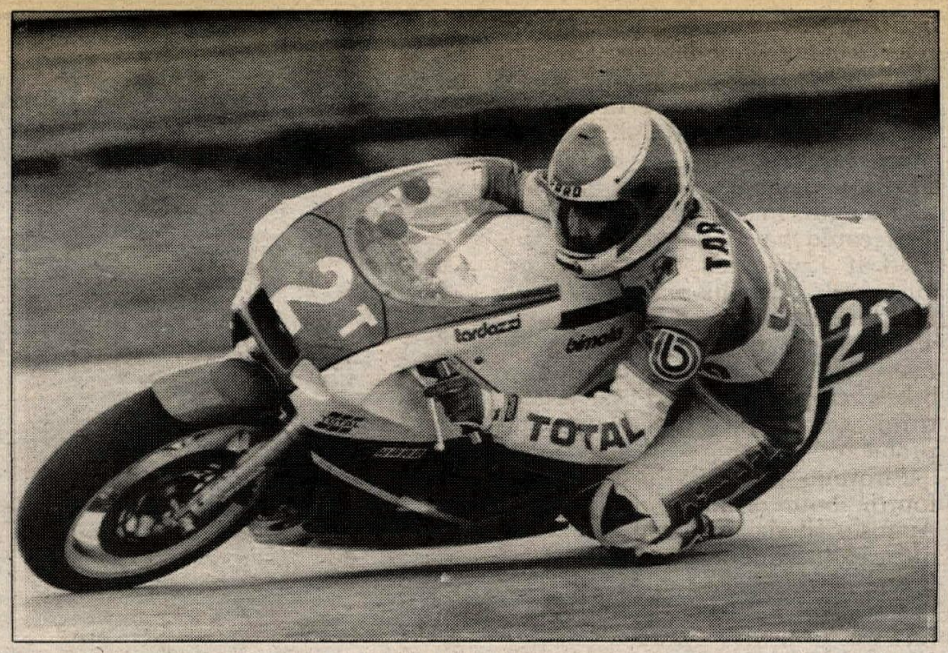
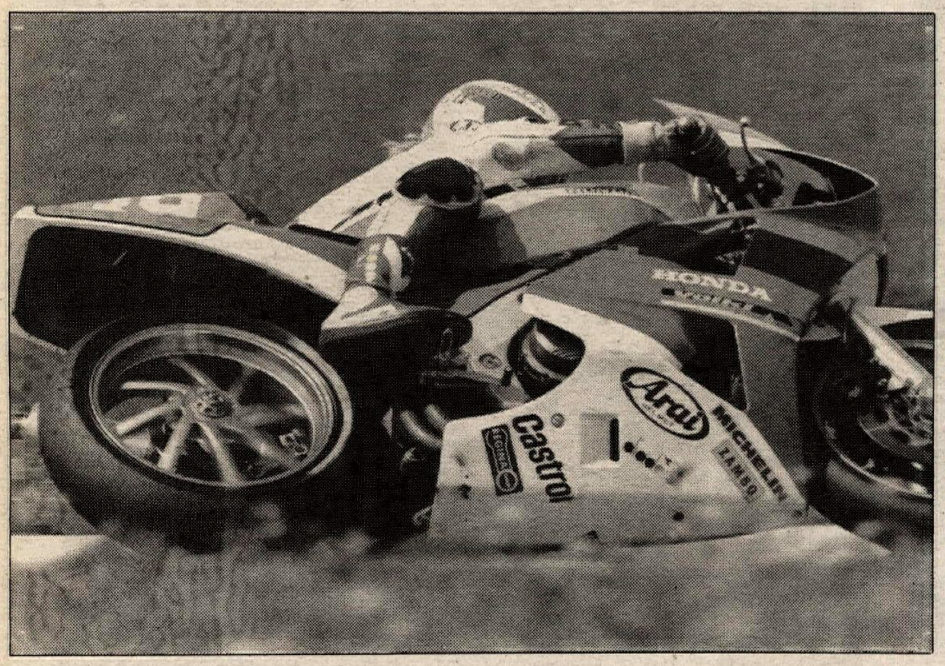


Former motocrosser Fabrizio Pirovano surprised the European road racing fraternity when he captured the 200 Miglia Superbike win in Italy.



Bimota factory rider Davide Tardozzi set a one-lap record during qualifying, but had to settle for seventh in the race.



American Fred Merkel topped the first leg of the 200 Miglia on a factory Honda RC30, but failed to finish the second leg when his engine seized.

Italian Superbike International

Pirovano surprise winner of 200 Miglia

By Robert Fawcett
Photos by Phil Masters
MISANO, ITALY, APR. 9-10

Bimota factory team leader Davide Tardozzi thought he could win it after earning the pole position in qualifying with a new Superbike lap record; American Fred Merkel felt sure he would be the one after riding to victory in the first leg of the two-leg 200 Miglia on his Honda RC30 with a factory-prepared engine; but tiny 5'4" former motocross star Fabrizio Pirovano of Italy was the surprise overall winner of the Italian Superbike International at the Misano track beside the Adriatic Sea.

Riding a privateer standard-framed Yamaha FZR750 fitted with a 1987 factory race kit while he awaits the arrival of the updated '88 version, Pirovano took the win in the first round of the six-round $75,000 Italian Superbike Series.

The series is being run this year in parallel with the inaugural World Championship Superbike Series, whose first round took place at Donington Park in England just a week before the Misano event. Promoter Maurizio Flammini originally scheduled the Misano race as a round of the World Championship Series, but like Daytona withdrew it after a dispute with organizer Steve McLaughlin concerning television and promotional rights. Building on the success of his initial Superbike series run at Italian meetings last season, Flammini decided at the last moment to schedule a similar championship for '88, with each round televised and sponsorship from Marlboro, Ford, Agfa and Siemens Computers in hand.

Not surprisingly, the good money on offer persuaded several of the leading European Superbike stars to take part, though there were two notable absentees for the first round, both Italian. Donington winner Marco Lucchinelli's factory 8-valve Ducati 851S returned to home base too late to be rebuilt in time for Misano, and reigning F1 World Champion Virginio Ferrari opted to miss the race in order to prepare his newly-acquired pair of factory-built Honda RC30s for the second round of the World Championship title chase in Hungary on May 1.

The fact that the two parallel series, one with a World Championship title tag and the other hardly less prestigious, can both be run this year in Europe indicates the depth of interest in Superbike racing, and this was reflected by the number of riders entered for the Misano race — no less than 83 in total, from eight different countries, split into two groups for separate qualifying sessions for the 36 places available on the start grid.

The race was billed as the 200 Miglia (200 miler) in memory of the "European Daytona" race that used to be held at this time of year 60 miles up the road at Imola, but this year it was more of an epitaph: the event consisted of two 16-lap heats of the 2.1-mile Misano track, meaning riders had to go for it from the start, rather than concentrate on a longer race strategy.

Having qualified fastest with a new Superbike/TT F1 lap record, Bimota's Tardozzi seemed to have resolved the problems with the electronic fuel injection on his Yamaha FZ750-based YB4E1 engine that he'd experienced at Donington the week before. But after completing the warm-up lap safely, there was drama at the start as Tardozzi's bike sputtered off the line, completing one slow lap before pulling into the pits with a seeming recurrence of the electronic blues. After ripping into the bike with portable diagnostic units and programmers, the Bimota crew eventually traced the problem to a much more mundane source — a broken spark plug electrode!

This left the first 16-lap race as a hotly contested four-bike punch-up between the diminutive Pirovano, whose MX experience makes him one of Europe's ace holeshot specialists in clutch starts, Swiss Honda RC30 rider Edwin Weibel (perhaps best known as the man who took two bikes all the way to Daytona this year only to find out that the RC30 isn't homologated in the U.S. so couldn't be raced there!), second-string Bimota factory rider Stephane Mertens of Belgium, and Californian Merkel on his RC30, who pulled a massive wheelie at the start and had to come from midfield to run fourth after the first lap.

Running fifth in the early stages was the colorfully-named Italian BoTT champ Tiziano Bombardi, having his first race on a customer-spec version of the Ducati 851S. But Bombardi soon found the limitations of the bike's ground clearance and fell off on lap five while trying to make up for the V-twin's evident top speed disadvantage to the four-cylinder bikes around him. Spanish 500cc GP rider Dani Amatrain managed to borrow Lucchinelli's Donington spare 8-valve, but this "muletto" 851S was to customer spec and equally outclassed in spite of brave riding by the young Spaniard, who held ninth place until the very last lap when he was overhauled by Daytona Pro Twins runner-up Stefano Caracchi on his similar Ducati.

Up front, the battle for the lead was breathtakingly hard, with Merkel going from third to first on lap six to lead for the first time after a particularly daring piece of outbraking around the horseshoe right-hander to pass Mertens and Pirovano in one go. Mertens counterattacked, though, and retook the lead as Weibel began to drop back slightly, towards the grasp of another four-way battle between Finland's Jari Suhonen and Italy's Augusto Clerici, both on Yamaha FZRs, German Peter Rubatto on a third Bimota YB4E1, and reigning TT F1 World Champion Joey Dunlop on his Honda RC30.

But Dunlop and Rubatto began to fall back, the Irishman to conserve his engine and Rubatto with a recurrence of the Bimota electronic blues. "The engine cuts out dead in midrange at about 10,000 rpm," explained Rubatto. "When it does that, you have to flick the kill switch off and on again quickly, and then the engine restarts and runs perfectly. We think it's a fault in the program for the rev limiter, which is supposed to kick in at 13,200 rpm, but must be coming in early. I was ahead of Dunlop coming out of the last corner, and then it played that trick on me coming to the flag, so he passed me. I'm starting to think about fitting carbs and the standard ignition again!"

Merkel and Mertens had now opened up a small gap on Pirovano, but the American was having his own problems too. "My engine started the race OK, but then it gradually got slower until I could only pull fifth gear down the straight," said Merkel who is now based in Italy. "We already lost two engines at Donington with a crankshaft problem, then I could feel this one start to tighten up as well. We just made it to the finish."

And what a finish! After continually trading the lead, the battle

between the Bimota and Honda riders went down to the wire. On the last lap Merkel forced his way past Mertens at the end of the main straight, hung on through the last three turns and took the checkered flag from the lanky Belgian by three bike lengths in a sprint for the line.

"I could have shut the door on Fred if I wanted," said Mertens afterwards, "but this wasn't a World title race and he acted like he really wanted the win badly, so I didn't insist. We had fun, though, and my bike's really running well at last. I think we've fixed the electronic problem."

Pirovano finished third, Weibel fourth, both on their own, while Augusto Clerici just beat Jari Suhonen to the line by a wheel after a fairing-bashing last corner.

The next day the second 16-lap race was run, with Tardozzi starting from the back of the 36-rider grid with four new spark plugs in his Bimota. With overall positions, and the cash payout, determined by combined place points from the two races, rather than aggregate race times, Tardozzi still had a chance to make it to the payout window.

Once again, Pirovano blitzed his rivals at the start, opening up a five bike length lead by the end of the first lap over Mertens and Merkel, who had borrowed Joey Dunlop's spare HRC-built RC30 engine to replace his own motor which had used up all the clearance on the crankshaft end-float and was about to seize. In fact, it was Mertens who ran into trouble first, his Bimota's engine locking solid just after the start of the fourth lap while he was running second.

"Fortunately I've ridden GP two-strokes long enough to be able to tell when an engine's about to lock up," said the disappointed Belgian, who just managed to stay aboard when the motor locked solid going into the second turn.

Merten's retirement handed second place to Merkel, but Tardozzi was already up to sixth place after passing the duelling Ducatis of Amatrain and Caracchi, and was now closing on Dunlop.

On lap eight Merkel took the lead but before Priovano could counter-attack, Tardozzi had out-accelerated him coming on to the front straight to take over second place in his brilliant charge from the back. Now only Merkel remained in his sights, but the American was already in trouble.

"This motor wasn't any better than the others," said Merkel afterwards. "It never revved to the redline from the start, and after a couple of laps it wouldn't even take sixth gear on the straight. I could outride any of those guys, Tardozzi included, but having the motor problem made it tough. It was just a matter of time before he caught me."

Indeed, and on lap 10, Tardozzi swept into the lead, pulling steadily away to take the checkered flag and score enough points after a brilliant ride through the field to place seventh overall.

Merkel at this stage was still poised to take the overall win, provided he could last out the race, but it was not to be. Running down the back straight flat out in fifth gear on lap 14, two laps from the flag, the Honda's engine seized abruptly, the rear end fishtailing as Merkel grabbed the clutch and stamped on the brakes to haul it down before the left-hander at the end of the straight.

"Honda has a real problem with the factory-built engines on these bikes," said Merkel after the race. "It doesn't seem to affect the standard bikes that people fit the race kits to

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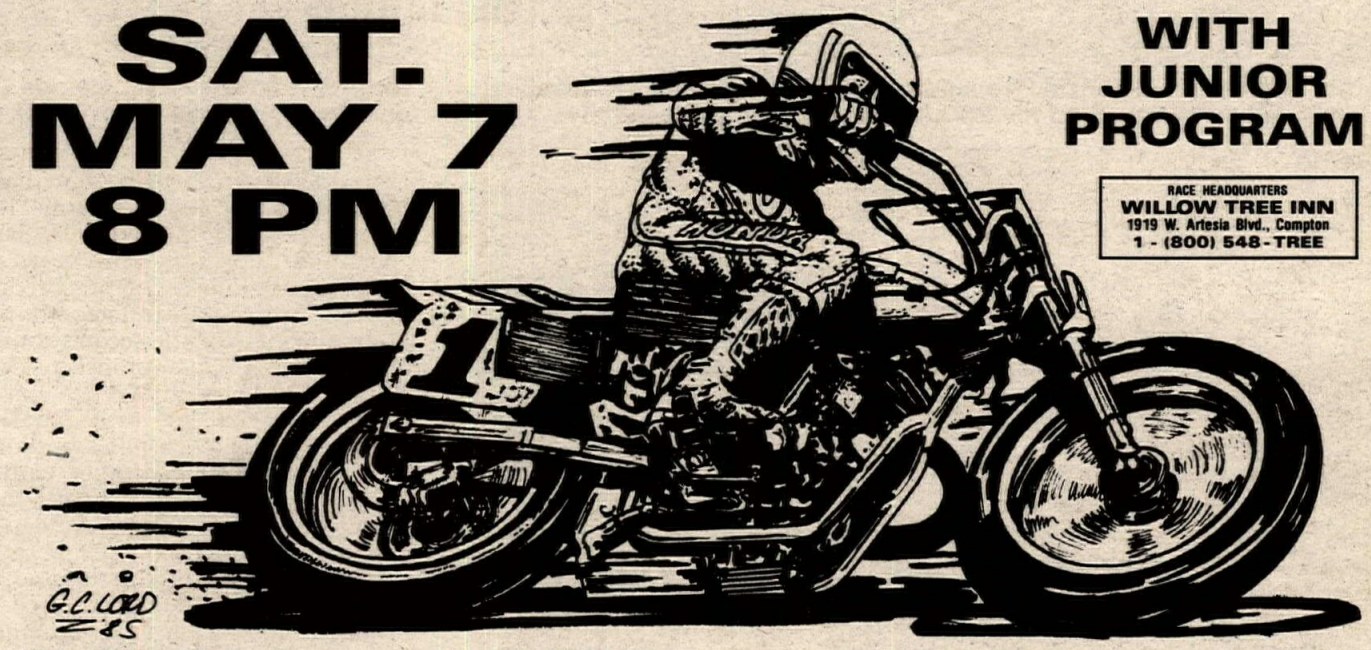

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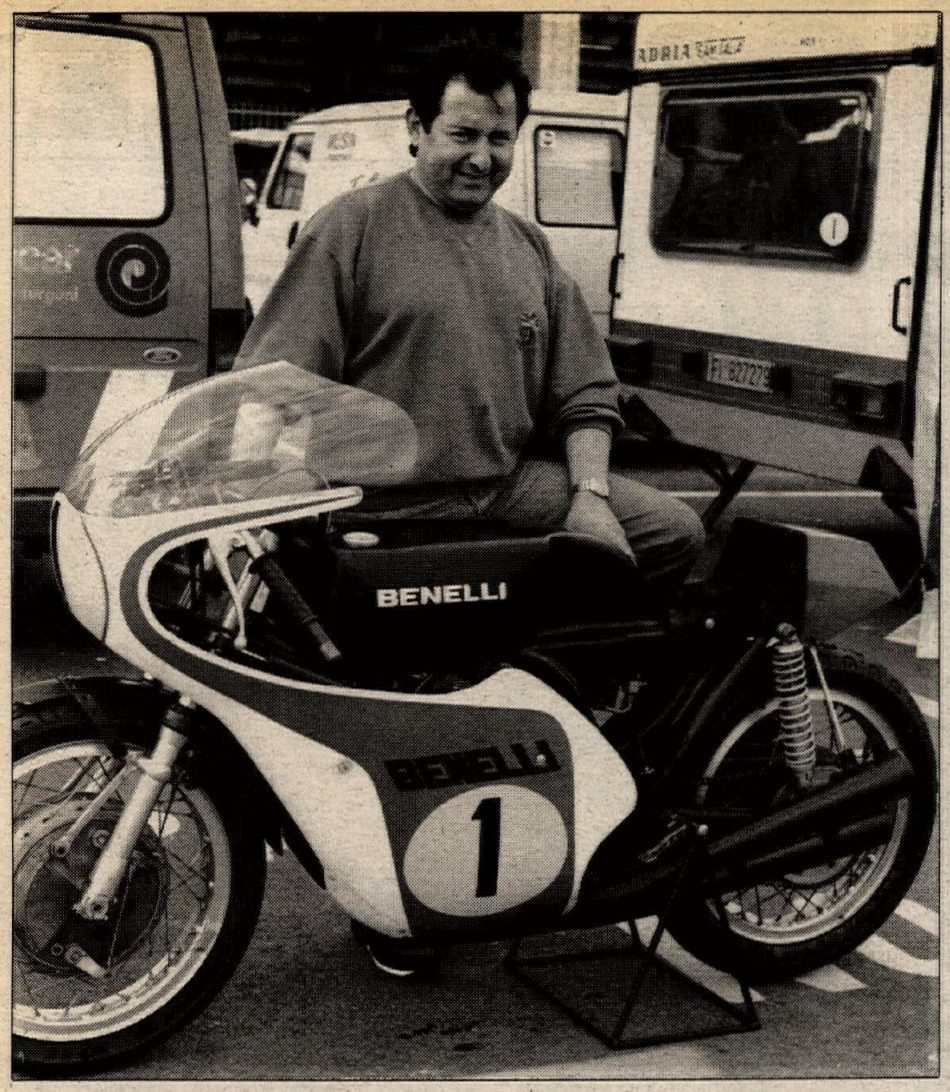
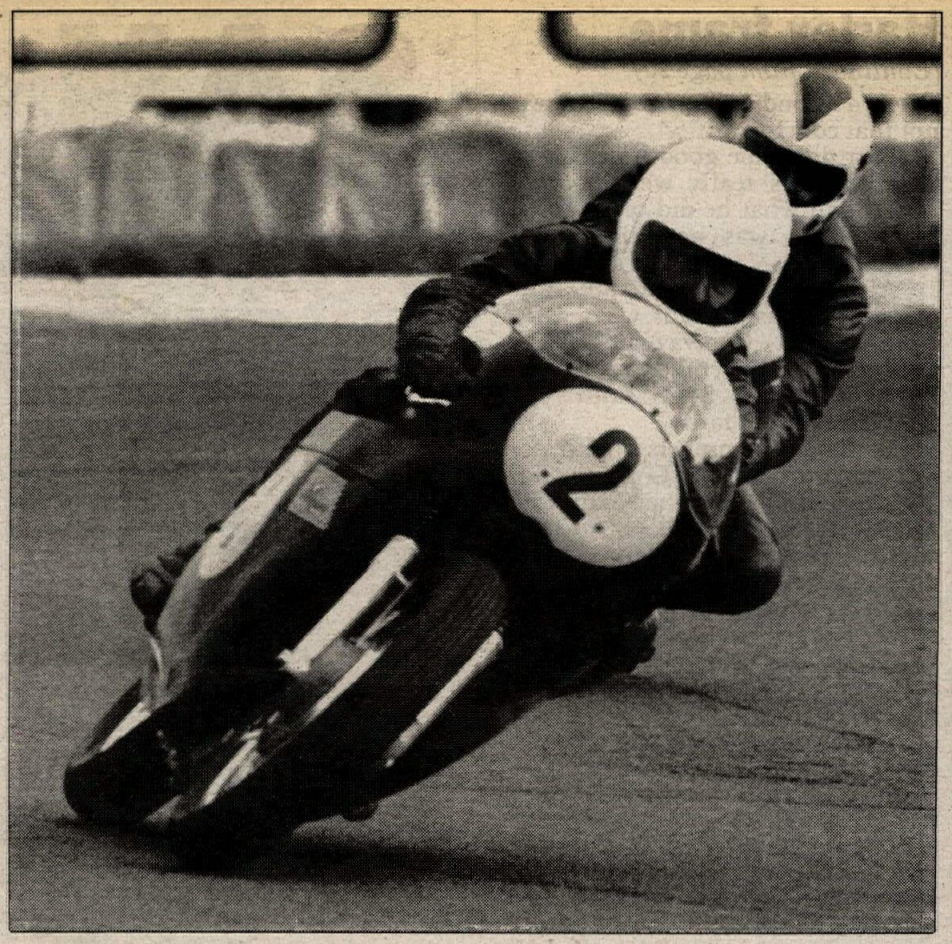


Walter Villa rode a four-cylinder factory Benelli 500 to victory in the inaugural Italian Historic GP at Misano.



American Jim Evans, who qualified fastest, powered his 1970 Seeley Matchless G50 to second place in the Italian Historic GP.

over here, so maybe it's just a fault in assembly back in Japan. We haven't touched the engines inside after getting them from HRC. Honda is working real hard on the problem, but we're going to do our own development too at Carlo Facetti's shop in Bergamo, where we're based (near the Agostini/Marlboro Yamaha GP team), and I hope between us we can find the answers before the next round of the World Championship Series in Hungary. It's real frustrating; we know we can blow anyone else off, just as long as the motor keeps working good."

Brave words from the confident American, who's become a hero amongst Italian crowds in spite of the fact he hardly speaks a word of Italian. With his retirement, second place in the race, behind winner Tardozzi, and the overall win was handed on a plate to Pirovano, with Jari Suhonen third to make it a 1-2-3 for Yamaha engines in the second race. But perhaps even more noteworthy is the fact that the Suzukis which dominate U.S. Superbike racing don't even begin to figure in the results in the Italian series, which is run to FIM World Championship Superbike rules, requiring a maximum of 750cc (no overbore allowed) and street bike carbs or stock injection. Strange! ●

Results

1ST LEG: 1. Fred Merkel (Hon); 2. Stephane Mertens (Bim); 3. Fabrizio Pirovano (Yam); 4. Edwin Weibel (Hon); 5. Augusto Clerici (Yam); 6. Jari Suhonen (Yam); 7. Joey Dunlop (Hon); 8. Peter Rubatto (Bim); 9. Stefano Caracchi (Duc); 10. Daniel Amatriain (Duc).

2ND LEG: 1. Davide Tardozzi (Bim); 2. Pirovano; 3. Suhonen; 4. Weibel; 5. Dunlop; 6. Clerici; 7. Caracchi; 8. Amatriain; 9. Georgio Berti (Bim); 10. Danilo Stocca (Yam).

O/A: 1. Pirovano; 2. Weibel; 3. Suhonen; 4. Clerici; 5. Dunlop; 6. Merkel; 7. Tardozzi; 8. Mertens; 9. Caracchi; 10. Amatriain.

Italian Historic Grand Prix Road Race

Villa's Benelli sings at Misano

By Robert Fawcett
Photos by Phil Masters

MISANO, ITALY, APR. 10

Four-time World Champion Walter Villa was the star of the first-ever Italian Historic GP at Misano. The race was organized by the IHRO in conjunction with promoters Flammini Racing as a support event to the Superbike International races run over the weekend.

Villa qualified third on the grid with the superb factory four-cylinder Benelli 500 which he has on loan from company boss Alessandro de Tomaso personally, then romped away from the nostalgic push start into an immediate lead from which he was never headed. For the first time since the MV Agusta team retired from racing at the end of 1976, the haunting exhaust note of an Italian four-stroke multi-cylinder engine was heard being used in anger on a race track, rather than in a parade or demonstration event.

When asked on the podium how many of the 1969 Benelli engine's 15,000 permissible revs he'd used in the race, Villa had only one answer: "All of them!" It certainly sounded that way.

Behind Villa's flying Benelli, which ran with Pirelli Phantom road tires, came a large field of equally hard-ridden historic bikes from the born-again Continental Circus, headed by the unofficial '87 Historic World Champion, Jim Evans from Britain on his 1970 Seeley Matchless G50. Evans had qualified on the pole, but had no answer to Villa and the Benelli in the race, even though he put the credit for Villa's win on the former Harley-Davidson star's riding. "I wouldn't want anyone to think Walter just won because he had the fastest bike," Evans said generously. "I followed him for a while in practice and for the first lap of the race, and he was just brilliant. We could swap bikes, and he'd still win."

Several exciting battles enlivened the race all the way down the field, with the hardest-fought that for third place between Swiss rider Franz Glauser and his immaculate 1971 Seeley G50 and IHRO organizer Alan Cathcart and his ex-Bille Nelson 1966 twin-cylinder Paton, which qualified second on the grid. But thoughts of emulating Vittorio Scatola's decisive victory earlier in the day on the latest 500 Paton in the European Championship race were set at zero when after an unusually good start behind Villa, Cathcart's green bike was passed in a straight line by the British singles of Evans and Glauser.

"We've lost a lot of speed somewhere," said Cathcart ruefully afterwards. "Today I kept passing Franz in the turns under braking and he would nail me again in a straight line. It's supposed to be the other way around!"

In spite of the Paton's lack of speed, the two were evenly enough matched to keep passing and repassing, with a thrilling finale coming three turns from the finish when they came upon a lapped 350cc class rider. Glauser went to the outside, Cathcart dived for the inside, thus sandwiching the unfortunate Pat Townsend's Ducati. Townsend saw Glauser first riding the curb on his left, moved over to give him some room, and smacked hard into the side of Cathcart's Paton. Somehow all three managed to stay upright, but Glauser was still just in front, and though Cathcart attached his Paton to Glauser's Seeley again in the last turn, the Swiss rider managed to close the door on his British rival to take third.

Equally close was the battle for fifth, initially a five-way fight between former Italian GP rider Gianni Perrone on the 1969 Linto twin formerly raced by Australian John Dodds in the sixties, Dutchman Freek Berkers on another period GP racer with Australian connections, this time the ex-Terry Dennehy 1968 Drixton-Honda, Switzerland's Claude Matthey on the ex-Paul Smart 1968 Seeley G50, Briton John Holder and his Manx Norton, and another Dutchman, Ed Passier on his bellowing 1960 Keizer-BMW flat-twin, a pushrod GP racer which was actively campaigned in GPs in the sixties by builder Frans Keizer. Passier led the battle until gearbox problems dropped him back. Matthey suffered a similar problem and retired on lap four, leaving Perrone and Berkers to fight it out. The Italian managed to edge Berkers for fifth at the flag, with Holder next up in sixth after fending off a last lap challenge from Passier.

The 350cc race run concurrently saw former Swiss 350cc champ Heinz Kormann finish first in class and ninth overall on his 1966 Aermacchi. Ducati-mounted Anthony Ainslie finished second in class, just over four seconds behind Kormann and only two-tenths of a second ahead of Paul Barrett and his 1968 Harley-Davidson. ●

Results

O/A: 1. Walter Villa (Ben); 2. Jim Evans (See); 3. Franz Glauser (See); 4. Alan Cathcart (Pat); 5. Gianni Perrone (Lin); 6. Freek Berkers (Dri); 7. John Roy Holder ((Nor); 8. Ed Passier (Kei); 9. (1st 350) Heinz Kormann (Aer); 10. (2nd 350) Anthony Ainslie (Duc).

Harley frame

(Continued from page 20)

riders) a second quicker. The test was not that conclusive.

"Carr did some good times on it, but the times really weren't a lot better than what he did on his own bike. There was no full second difference.

"All three fellows said the same thing — it's as good as what we're running now," Conway said. "Chris thought it was better than what we're running now. Scott and Jay wouldn't go that far.

"We took the numbers (lap times) just for comparisons," Conway said. "Carr just broke into the 38s, but he was almost into the 38s on his own chassis. There were different times during the day. We're just not prepared to say it's a full second faster on a dirt track.

"All in all, we're pleased," Conway said. "But we're not ready to manufacture them. After one day, on one test track, we're not prepared to make any decisions.

"It's heavy, but we didn't design it with weight in mind," Conway added. "Eventually we'll work on getting the weight down. We're looking at five to seven changes already. That's typical of a prototype. We're pleased with it but it still needs work."

Will Parker race an XR750 equipped with the prototype chassis sometime this year?

"It probably won't be during the California swing," Conway said. "It will be on the race track this season. It depends on how easily and quickly we can make modifications.

"Right now it's difficult to work with (there are a few problems with getting the engine in and out of the frame quickly)," the team manager said. "It's definitely a prototype, but we do have people looking at the chassis from the standpoint of duplicating it."

Conway wouldn't comment on changes made to XR750 team engines during the winter, but he said new engine development has taken place and claimed the 1988 team bikes are faster than last year's factory race bikes.

"The dyno told us we had more horsepower and the race in Sacramento confirmed it," said Conway, the day after Team Honda's Bubba Shobert just edged Parker to win the Sacramento Mile. "We don't believe (Shobert's factory Honda has) an edge on us any longer. Now we have to get lighter."

When asked how much Parker's stock XR750 weighs, Conway said, "Too much. There's a new weight minimum (for the 1988 season — 320 pounds for four-valve (Honda) motorcycles and 300 pounds for two-valve (Harley) motorcycles). Honda's almost at their minimum. We're not at ours. We won't be happy until we're at our minimum."

On the subject of new production XR750 engines, Conway said, "We're building 100 new 750 engines (to be available to competitors late this year). The 100 engines will be sold at a reasonable cost (retail prices are not yet available), will be more durable and will have more horsepower.

"They have a new rod bearing and retainer, new, larger main bearing, redesigned oil pump and new cast cylinder heads which match the heads on the team engines," said Conway. "Everyone complained that the team bikes were faster because of the heads; now they'll be available to everyone. We took one of our best engines and had those heads duplicated. That's what were casting to sell to the public. •

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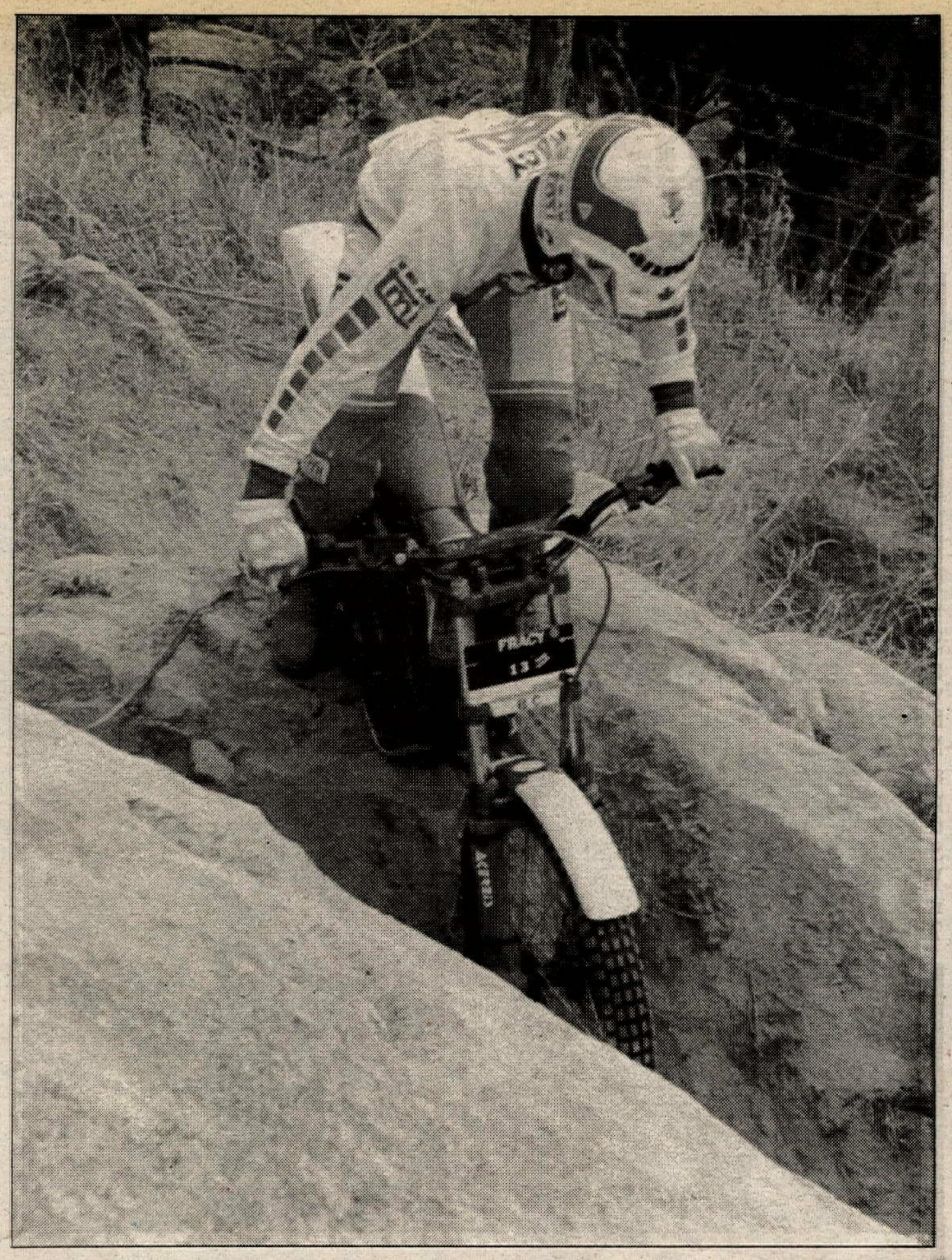
Ryan Young piloted his Italian-built Beta to the overall victory at the opening round of the National trials series in Pampa, Texas.

Honda-mounted Johnny Andersson took second to Young on Saturday but came back on Sunday to win, beating Young by three points.



Canadian Steve Fracy had bike problems Saturday and couldn't finish, but he came back to take ninth in the Championship class Sunday.

AMA National Championship Observed Trials Series: Rounds 1-2

Young, Andersson trade wins in Texas

By Volinda Patrick
PAMPA, TX, APR. 16-17

The opening two rounds of the National Observed Trials Series got underway at Lake McClellan this weekend with two riders claiming number one trophies. Saturday's event was won by defending National Observed Trials Champion Ryan Young, riding his Italian-built Beta, while his most respected rival, Johnny Andersson and his Honda, claimed second overall. Young dropped 22 points to Andersson's 26, giving Young the nod. But Sunday was revenge day for Andersson who came back and scored the victory over Young by an even slimmer margin, 53-56.

Lurking behind the two winners was Montesa-mounted Steve McNeal. McNeal finished third both days, 13 points behind Andersson on Saturday and 22.6 points behind Young on Sunday. Rounding out the top five positions Saturday was Fantic rider Mark Manniko and Aprilla-armed Jack Stites, while Kip Webb and Ron Commo, Jr. did the honors Sunday.

Saturday's event started out cool and by mid-day, temperatures were nearing 70 degrees, and 17 sections awaited the Championship class; 14 sections were set aside for the rest of the field. Three loops totaling four miles in length, took the riders around Lake McClellan. Most of the sections were extremely technical, consisting of rocks, tight turns, plenty of logs and dirt hills.

Kenny Leduc was the rider to beat in the Sportsman class. He dropped just 12 points to Jeff Kingsford's 17. Third went to Kenny Mosteller (23) who was followed by D. Black and L. Burnett, both of whom tallied a score of 26. But Black had more cleans than Burnett, which gave Black the upper hand.

In the highly competitive and growing in popularity High School class, Kelly Oldroyd was the overall winner, easily topping the class with 19 points dropped, compared to Geoff Aaron, who tallied 28 points. Third place went to Mike Guns with 44, followed by Todd Clark with 57.

Following Saturday's event the rains came, making Sunday's sections extremely difficult. Sections used Sunday were similar to those used Saturday, but much slicker. Andersson was the rider who shined through it all, as the riders were struggling through the first section tallying up high scores.

It was, however, a tight battle between Andersson and Young as they fought for traction all day. With each loop, conditions were getting better and better, but when it was all over, Andersson nipped Young by just three points, 53-56, followed by Steve McNeal (78.6). Webb finished four points ahead of Commo, Jr.

Leduc, once again, topped the Sportsman class but it wasn't quite so easy. Leduc finished two points ahead of Ziggy Jedynak, 54-56, followed by Mosteller, Jeff Kingsford and S. Gehrle.

After taking second place the day before, Aaron came back and took complete command of the High School class, winning by a 36 point margin over Saturday's winner Oldroyd, Guns, Tom McNeal and Todd Clark. •

Results

SATURDAY
C'SHIP: 1. Ryan Young (Bet); 2. Johnny Andersson (Hon); 3. Steve McNeal; 4. Mark Manniko; 5. Jack Stites.
SPTMN: 1. Kenny Leduc; 2. Jeff Kingsford; 3. Kenny Mosteller; 4. D. Black; 5. L. Burnett.
HIGH SCHOOL: 1. Kelly Oldroyd; 2. Geoff Aaron; 3. Mike Guns; 4. Todd Clark; 5. C. Peters.
VET: 1. Hemingway; 2. Carl Peters; 3. R. Reed.
SR: 1. Keith Adams; 2. R. Farmer; 3. J. Arment; 4. C. Mallow; 5. R. Saum.

SUNDAY
C'SHIP: 1. Jonny Andersson (Hon); 2. Ryan Young (Bet); 3. Steve McNeal; 4. Kip Webb; 5. Ron Commo, Jr..
SPTMN: 1. Kenny Leduc; 2. Ziggy Jedynak; 3. Kenny Mosteller; 4. Jeff Kingsford; 5. S. Gehrle.
HIGH SCHOOL: 1. Geoff Aaron; 2. Kelly Oldroyd; 3. Mike Guns; 4. Tom McNeal; 5. Todd Clark.
VET: 1. Hemingway.
SR: 1. Keith Adams; 2. J. Ekdahl; 3. R. Tomson; 4. Garry Hoover; 5. R. Farmer.

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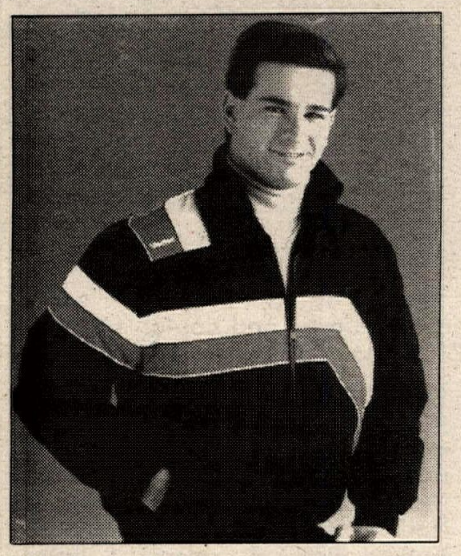

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Ohio's Scott Plessinger scored his first-ever overall win at the Brown Jug round of the National Cross Country Series in Pennsylvania.

Kevin Brown (7) led Keith Rodgers (35), Ed Lojak (1), Duane Conner (16) and Plessinger at the start of the Brown Jug.

AMA Wiseco/Suzuki National Championship Cross Country Series: Round 3

Plessinger best at Brownsville

By Dave Coombs

BROWNSVILLE, PA, APR. 17

Ohio's Scott Plessinger captured his first major win by outrunning a field of 260 riders at the Brown Jug round of the National Cross Country Championships. The Kawasaki-mounted Plessinger went up against defending National champ Eddie Lojak and series front-runner Kevin Brown for three full hours before moving into the lead for good during the last half hour. It was the 20-year old's biggest win ever and moved him into the overall series lead after three rounds.

The Husqvarna-mounted Lojak finished up in second overall with Open A winner Scott Summers in third, Yamaha-mounted Tim Shepherd fourth, and Pennsylvania's Duane Conner fifth.

Other class winners at the Brown Jug included Four-Stroke A pilot Carey Stump, 200cc A winner Davey Coombs and Senior A champ Joe Lojak. In the Amateur divisions Ohio Honda rider Steve Gifford was the fastest finisher, winning the 250cc B class in the process. He was joined in the winner's circle by Kevin Condon (Juniors), Barry Gaston (Open B), Michael Townsend (200cc B), Kevin Howser (Four-Stroke B), Greg Barnhart (Senior B), Rich Karr (Super Senior), and Charles Hawk (Masters). In the Youth divisions Davey Yezek topped the 80cc riders while Greg Olenic took home the Schoolboy trophy.

The Brown Jug race was held in the Brownsville City Park and was on the cross country schedule for the first time. The virgin trails looked fast to most of the riders before the start, but as soon as the lines began to form beneath the grass the course became extremely rough and competitive. After the race Plessinger joined Summers and several of the other top contenders in calling the Brown Jug trail "the best one on the circuit."

The riders lined up according to class down the long start-finish straight, a rolling field that was once a 300-yard fairway. The 250cc and Open A classes left the line first, and it was Answer/Arai/Dunlop/Maier-backed Brown out front on the RM250 Suzuki. Honda-mounted Keith Rodgers, Ohio's Carl Hand, Ed Lojak, Plessinger, and Yamaha-mounted Stan Lojak filled in the next few spots, with Summers and North Carolina Open A ace Steve McSwain also riding in the top 10. Conner was the first to find trouble on the trail, and at the end of the lap one the YZ250 pilot was all the way back in 29th place.

Brown rounded the flagman just one second up on Lojak after the first 13 and a half minute lap with Plessinger 10 seconds back in third. Rodgers came in next, followed by Kawasaki's Fred Hoess, Hand, and Spectro/Metzeler/Malcolm Smith's Mark Hyde.

Ohio's Barry Gaston settled into the first five in the Open B class early in the race before moving past leaders Mike Beck and Ricky Clemence to win by nearly two minutes. It was Gaston's third series win in a row, giving him a commanding lead over Brownsville runner-up Clemence in the standings. Yamaha-mounted H. Clayton Soles scored third with Pennsylvania's James Chappell and West Virginia Husky rider Jeff Barnhart rounding out the top five.

Honda-mounted Michael Townsend also needed a come-from-behind ride to capture the 200cc B class win. Townsend barely cracked the first 10 in his class after the first lap, but after the two hour mark he was all alone out front after overtaking early leader Robert McClelland. Townsend was four minutes up at the checkers with McCelland still second, series point leader Ralph Thorn and Joe Farber third and fourth, and Kentucky's Butch Gline in fifth.

After three laps Brown was still holding the top spot, but Plessinger had slipped past Lojak for second and attached himself to the lead Suzuki's roost. For the next four laps the lead would change hands at least a dozen times, according to Plessinger.

"Kevin, Eddie, and I must have swapped places 15 times during those middle laps," said the Smith/Maier/O/Neal-backed Plessinger. "We had a train going through the woods for four laps; it was a good thing we could pass out there."

After six laps the first three riders were just six seconds apart.

Conner's climb had reached the top 10 by the halfway mark, and further up Summers began clicking off some fast laps as well. The SuperTrapp/Tsubaki/Al Baker/Sprocket Specialists' thumper pilot had placed his XR600 Honda within a few seconds of the leaders before a huge crash nearly put him out of the race.

"I had caught up to Lojak," said Summers, "but as we ran down an open field a lapped rider moved into Eddie's path and he had to hit the brakes. I was right behind him, so when he nearly stopped I smacked into the back of him and went down. I must have been doing 60 (mph)."

Summers was fortunately able to recover without losing too much ground, though his chances for the overall disappeared.

BT Racing/Gear/KMX-backed Dave Fallas led Ohio's Joe Krivesti and Honda-mounted Davey Coombs at the start of the 200cc A class, but before the end of lap one Fallas ran his KX125 into the back of a downed rider in a creek section and fell off the pace. The BT Racing/Benetton/Blue Cross-Blue Shield-backed Coombs moved into the lead at that point and held on for three hours to take the class. Kentucky's Kent Stanley grabbed second with Pennsylvania's Craig Jones, Yamaha-mounted Donald Bigley, and YZ pilot Ed Thompson rounding out the top five.

Plessigner was the first rider into the pits for the one-and-half hour gas-up, but a loose fuel hose on the tank meant the Kawasaki rider would have to go back into the pits on lap eight. This allowed Brown enough room to move into the lead again, though Plessinger would retake him for the final time once into the back section. Lojak continued to hold a steady pace in third, though he was now 15 seconds off the mark. Summers was a stable fourth, running three minutes off the lead time with Hyde another 60 seconds back in fifth. The Barr's Company Honda of McSwain was next, with Shephard, Conner, and Stan Lojak freight-training their Yamahas in the seven-eight-nine spots. Ohio KTM rider Wally Wilson ran 10th.

Joe Lojak found himself up against some stiff Senior A competition in West Virginia's Joseph Hull and Pennsylvania ATK rider Tom Meryes, but at the end of the day it was the Yamaha-mounted Lojak out front. Hull and Meyers filled in the top three behind him with Maryland's Mike Parks, and Pennsylvania's Andy Poole going four-five. Second-ranked Senior pilot Ed Brailsford dropped out on lap four with mechanical problems.

In the Junior class Indiana's Condon took the top spot just after the start and pushed his Honda away from the rest of the pack for a convincing win. West Virginia Husky rider Don Bohn ran second with KTM's Barry Crone, Honda-mounted Albert Swager, and Pennsylvania's Mickey Dorman rounding out the top five.

The picture out front was beginning to clear as Plessinger's lead grew to 40 seconds on Brown after 10 of 14 laps. The Hi-Point/Smith/Spectro/Metzeler-backed Lojak continued to occupy the number three spot with Summers and Hyde tagging along.

Shephard, back in the seventh-place position, began applying the pressure on Open A points leader McSwain with Stan Lojak and Conner still providing back-up. On lap 12 Shephard moved past, with

Scott Summers took first Open A, third overall, at Brownsville.

Conner and Lojak following suit on the final lap, and when Hyde failed to surface for the final lap Shephard was up to fifth, three minutes down on Summers.

Plessinger set out for the 13th and final lap with a 50 second cushion on Lojak, who had overtaken Brown a few minutes earlier. Brown's Suzuki was running low on gas, but with Lojak just 20 seconds ahead and Plessinger not too far out of reach he decided to forego a final pit stop and make a run at the flag. But less than halfway through the lap Brown sputtered to a stop with a dry tank, leaving Lojak alone in second to take the runner-up spot behind Plessinger. Summers secured third with Shephard fourth and Conner finally up to fifth. Brown borrowed enough gas to finish the race, but not before Stan Lojak, McSwain, and Wilson got by.

Plessinger's overall finish moved him out of the class rankings and gave Lojak the top 250cc A trophy. Conner and Brown were next, while Hyde finally came out of the woods for fourth ahead of Ohio's Joel Jenkins. Summer's third overall was also good for an Open A win, with Shephard, Stan Lojak, McSwain, and Rodgers following. Tenth-place overall finisher Rodgers claimed sixth. •

Results

O/A: 1. Scott Plessinger (Kaw); 2. Edward Lojak (Hus); 3. Soctt Summers (Hon); 4. Tim Shephard (Yam); 5. Duane Conner (Yam); 6. Stanley Lojak (Yam); 7. Steve McSwain Jr. (Hon); 8. Wally Wilson (KTM); 9. Keven Brown (Suz); 10. Keith Rodgers (Hon).

OPEN A: 1. Scott Summers (Hon); 2. Tim Shephard (Yam); 3. Stanley Lojak (Yam); 4. Steve McSwain (Hon); 5. Wally Wilson (KTM).

250 A OV: 1. Scott Plessinger (Kaw).

250 A: 1. Edward Lojak (Hus); 2. Duane Conner (Yam); 3. Kevin Brown (Suz); 4. Mark Hyde (Hus); 5. Joel Jenkins (KTM).

200 A: 1. Davey Coombs (Hon); 2. Kent Stanley (Kaw); 3. Craig Jones (Yam); 4. Donald Bigley (Yam); 5. Ed Thompson (Yam).

4-STRK A: 1. Carey Stump (Hon); 2. Charles Dailey (Hon); 3. David Hall (C-A).

SR A: 1. Joseph Lojak (Yam); 2. Joseph Hull (KTM); 3. Tom Meyrs (ATK); 4. Mike Parks (ATK); 5. Andrew Poole (KTM).

JR: 1. Kevin Condon (Hon); 2. Don Bohn (Hus); 3. Barry Crone (KTM); 4. Albert Swager (Hon); 5. Mickey Dorman (KTM).

S/SR: 1. Richard Karr (Kaw); 2. Ronald Rose (Yam); 3. William Miller (Hon); 4. Ned Greeneltch (KTM).

MSTR: 1. Charles Hawk; 2. Robert Stegemann (C-A); 3. Bill Hartsell (Yam).

OPEN B: 1. Barry Gaston (Hus); 2. Richard Clemence (Hon); 3. H. Clayton Soles (Yam); 4. James Chappell (Kaw); 5. Jeff Barnhart (Hus).

250 B: 1. Steve Gifford (Hon); 2. Steve Ezell (Cag); 3. Frank Santucci (KTM); 4. Barron Allen (Hon); 5. Richard Bryan (Yam).

200 B: 1. Michael Townsend (Hon); 2. Robert McClelland (Hon); 3. Ralph Thorn (Yam); 4. Joseph Farber (Hon); 5. Butch Gline (Hon).

4-STRK B: 1. Kevin Howser (Hon); 2. Harvey Whitaker (Hon); 3. Ronald Campbell (Hon); 4. Roy Dains (Hon); 5. James Kiser (Yam).

SR B: 1. Greg Barnhart (Suz); 2. Steve McSwain (Hon); 3. Marty Strouse (Hus); 4. James Seibert (Yam); 5. Gary Doerr (Kaw).

125 YTH: 1. Greg Olenic (Yam); 2. Brian Keegan (Suz).

85 YTH: 1. David Yezek (Kaw); 2. Danny Radford (Yam); 3. Michael Farber (Kaw); 4. Corey Greeneltch (Kaw).

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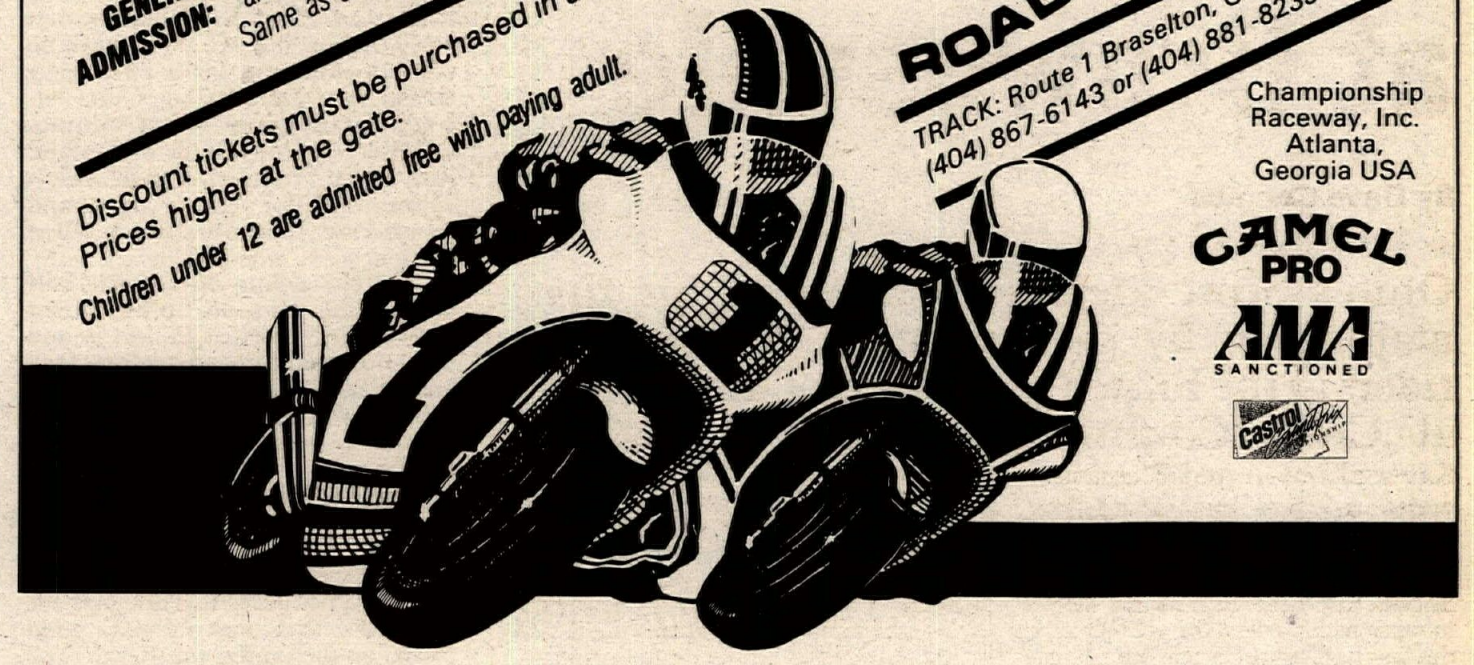

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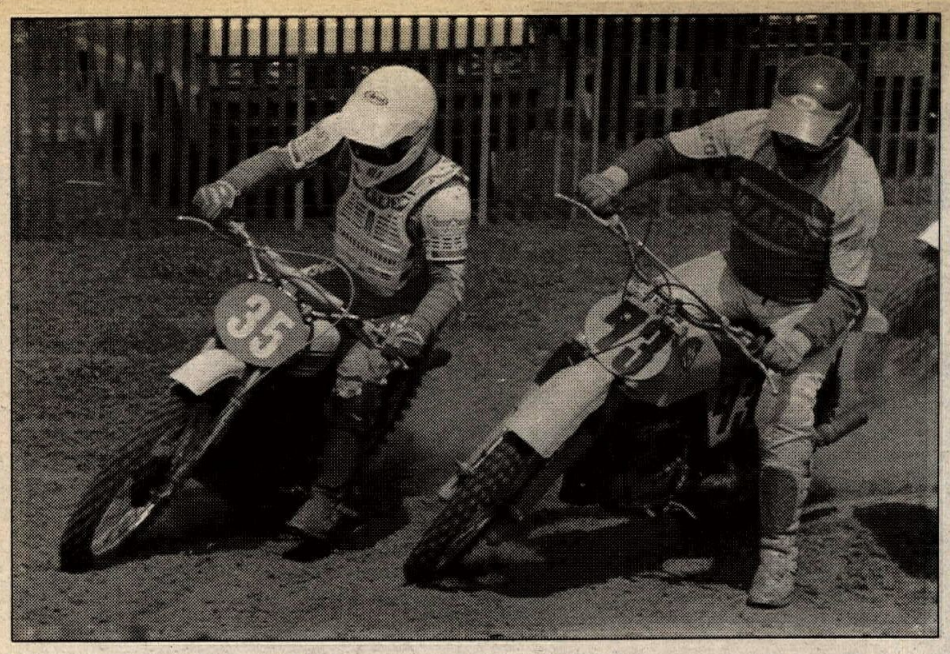

Yamaha rider John McManaway (35) and Maico-mounted Jim Slatone (93) battle in the combined 250cc and OT Expert class moto.

In the OT Novice division two first moto, Kay Mann (X5), Warren Smith (100) and B.J. Behm (501) battle for the lead.

Gary Rabe piloted his Husqvarna 250CR to the 250cc Expert class win via a 1-2 tally. Jerry Brandt finished second to Rabe.

CVRG Vintage Motocross Series: Round 1

McClinton, Mann clean up at Gambonini Ranch

By A. R. Flatbush

NOVATO, CA, APR. 17

Jim McClinton topped the Old Timer Experts after heated battles with Dick "Bugsy" Mann and Steve Machado at the Marin County Motorcycle Association/CVRG Vintage Motocross, which was held at the Gambonini Ranch outside of Novato, California. Both Machado and Mann topped McClinton in the first moto, but he retaliated in the second round for the overall victory.

Mann came back in the Premier 350-600cc Experts to take the win, while the McClinton clan scored top three finishes in other classes. Jeri McClinton topped the Women's events aboard a clean 125cc DKW, then Bill and Jim McClinton finished second and third, respectively, in the 500cc Expert class.

The event featured more than historic motorcycles; the course was a throwback to the days when tracks were laid out utilizing natural terrain rather than man-made obstacles. A challenging track was laid out along a creek-bed on a working cattle ranch and dairy farm, and it featured drop-offs, grass straightaways, several hairpin corners, off-camber turns, varying soils and several elevation changes. The Marin County Motorcycle Association promoted the classic event, while the California Vintage Racing Group saw that entrants abided by wheel travel limitations (7″ front and 4″ rear axle travel). Racing action was intense, as riders fought for points in this opening round of a six-race series that would determine 1988 CVRG Championships.

In the first Old Timers moto, Machado holeshot over McClinton and Mann, who immediately passed McClinton and set after the CZ pilot. Mann went wide in the last turn of the first lap in an attempt to pass Machado, and Jim Slatone snuck under Bugsy for second. Mann attacked Slatone in every turn on the second lap but slid out at the base of a big off-camber turn and lost five seconds getting remounted. Mann closed on the leaders in two laps and rejoined the battle. Slatone was the next to fall in the heat of battle; he lost it on the last lap, and Machado took first over Mann. McClinton took over third when Slatone fell and held Slatone back to fourth at the finish.

Slatone took the holeshot in moto two aboard his Maico; Mann got tangled with another rider in the 180° first corner and dropped to eighth. Machado also suffered a poor start and exited the first turn in fifth. Mann was on the gas and dropped Machado to sixth at the end of the first lap. Bugsy missed a shift on the last lap and let Machado past; meanwhile Slatone and McClinton led CZ-mounted Jim Keaton. The Mann/Machado battle continued until Mann overshot the drop-away hairpin and went sailing through the catch fence. Mann retired for the moto, while Machado set after Keaton. McClinton made his move on Slatone for the moto win and overall victory, and Machado zapped Keaton for third, which netted him second overall ahead of Slatone.

Mann was momentarily shaken by his trip through the fence but shook it off in time to win his last moto of the day, the Premier 350-600cc Expert race. Bugsy took his immaculate Tri/BSA to a convincing win over Matchless-mounted Larry Ubaldi and fellow BSA pilot Peter Ford. This gave Mann the overall victory and showed that Bugsy still has what it takes to win.

In other Expert action, Husky pilot Gary Rabe and Yamaha-mounted Jerry Brandt waged a fierce battle in the 250cc Expert division. Rabe topped the first moto over Brandt after a moto-long three-way battle, then Brandt held off Rabe's charge in the final moto, but Rabe took the overall with a 1-2 day. Brandt then switched Yamahas to top the 500cc Expert class. Slatone took his Maico to the overall victory in the Vet Expert class after battling with early leader John McManaway.

Two sportsman riders also deserve mention; Husqvarna-mounted Jerry Edie put on excellent rides to top the 250cc Amateurs and win the first Vet Amateur moto. He then came from behind after a first-turn pileup to take second in the last moto for second overall Vet Amateur. Novice Suzuki pilot Milo Marsh also figured in the results in two classes; he topped the 250cc Novice and Vet Novice divisions. ●

Results

O/T NOV 1: 1. Jim Willis (Hon); 2. Stand Woods (Suz); 3. Fred Parsen (Yam).
O/T NOV 2: 1. Charles Overland (CZ); 2. B.J. Behm (Mai); 3. Howard Womack (Yam).
O/T AM: 1. Eric Buechtly (Ric); 2. Ron Datsun (KTM); 3. Terry Pratt (CZ).
O/T EX: 1. Jim McClinton (CCM); 2. Steve Machado (CZ); 3. Jim Slatone (Mai).
250 EX: 1. Gary Rabe (Hus); 2. Jerry Brandt (Yam); 3. John mcManaway (Yam).
250 AM: 1. Jerry Edie (Hus); 2. Randy Hanson (Hus); 3. Bill Ripley (Bul).
250 NOV: 1. Milo Marsh (Suz); 2. Pam McDonald (Yam); 3. Mike Booth (Mai).
P/TWN: 1. Marsh Runyon (H-D).
P/LT EX: 1. W.D. Samstag (Gre).
P/LT AM: 1. Rick Nabors (CZ).
WMN EX: 1. Jeri McClinton (DKW).
WMN AM: 1. Kay Mann (Oss).
WMN NOV: 1. Eveline Eldracht (Ric); 2. Jeanne Wilson (Pen).
500 EX: 1. Jerry Brandt (Yam); 2. Bill McClinton (BSA); 3. Jim McClinton (CCM).
500 AM: 1. Matt Hilgenburg (Bul); 2. Peter Cruttenden (BSA); 3. Tim Tolleson (Yam).
500 NOV: 1. David Rodgers (BSA); 2. Michael Moore (BSA); 3. Stew Woolberton (Hus).
OPEN TWN EX: 1. Butch Cohran (Tri).
OPEN TWN AM: 1. Matt Hilgenburg (Tri).
125 NOV: 1. John Anderson (Hon); 2. Dwayne Lane (Hon); 3. John Figas (Yam).
P/350-600 EX: 1. Dick Mann (BSA); 2. Larry Ubaldi (Mai); 3. Peter Ford (BSA).
P/350-600 AM: 1. Mike Canepa (Mat).
P/350-600 NOV: 1. Charles Regruto (Vel); 2. Michael Malone (Mat).
VET EX: 1. Jim Slatone (Mai); 2. N/A; 3. John McManaway (Yam).
VET AM: 1. Tim Tolleson (Yam); 2. Jerry Edie (Hus); 3. Peter Cruttenden (BSA).
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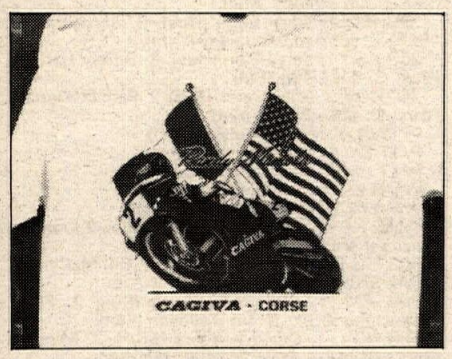

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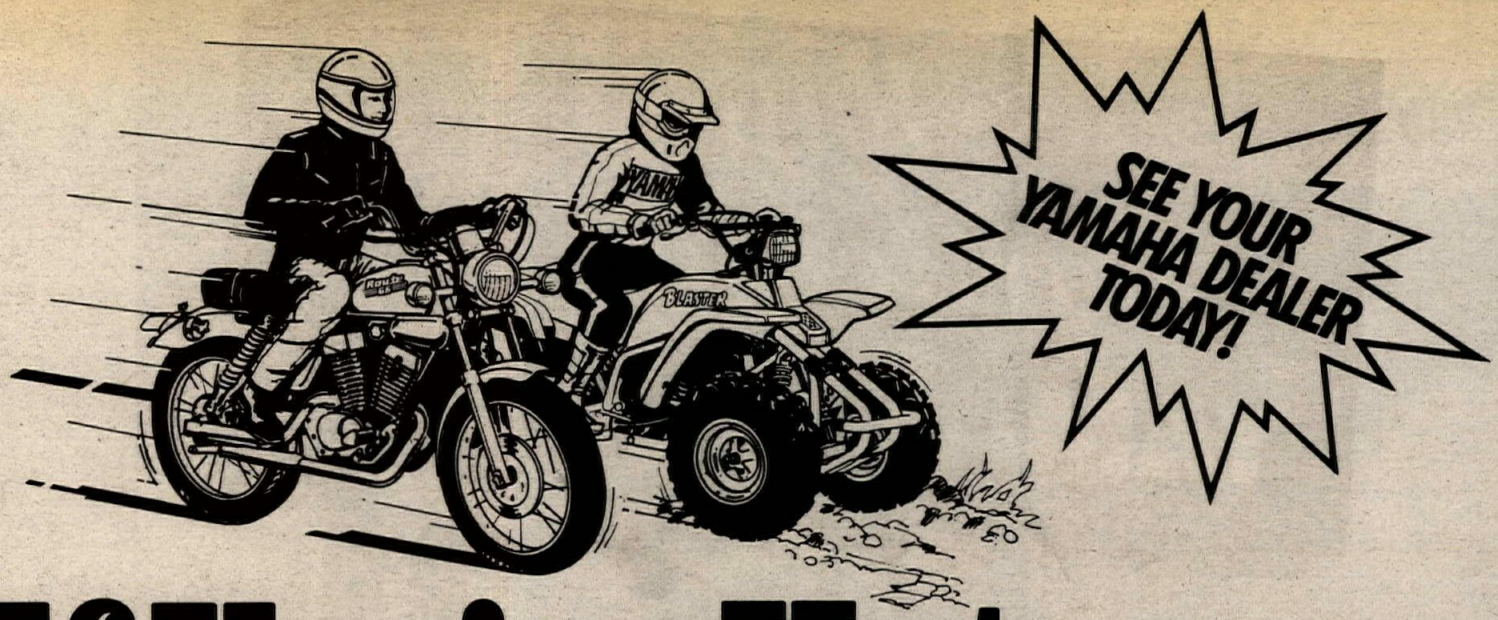

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The Husqvarna team of Dan Smith (shown) and Garth Sweetland made up for a slow start and captured the overall win at the Las Vegas 300.

Kawasaki's Larry Roeseler soloed his KX250 to second overall, finishing just two minutes behind Smith and Sweetland.

Mike Baker (left) and Kurt Pfeiffer make a rider change on their way to a fourth overall, second 250cc Pro class finish.

Best in the Desert Grand Slam Championship Series: Round 2

Smith/Sweetland win Las Vegas 300

By Anne & Tom Van Beveren
Photos by Tom Van Beveren

LAS VEGAS, NV, APR. 16

After six and a half hours of neck-in-neck battling through the toughest terrain Nevada has to offer, the Team Husqvarna duo of Dan Smith and Garth Sweetland captured the win at the Las Vegas 300, finishing just two minutes ahead of some tenacious competition.

The back-and-forth duel that raged over 225 miles of rugged desert southeast of Las Vegas was too close to call all the way to the checkered flag. The lead changed constantly as top-class teams from throughout the western states battled for the overall honors. It was not until the final 40 miles of the race that Smith and Sweetland were able to establish any sort of leading margin.

"I had a really poor first loop — I just didn't feel good and I was overbraking and killing the bike in the corners," Sweetland said. "I didn't really feel in the groove and I think that's what put us back to start with."

"We were both a bit slow off the start so we had to make up time all the way after that," said Smith. "This is always a really tough race and everyone was going so fast this time. We didn't really make up any time until the third loop and by then it was nearly over."

The Hacienda Hotel/Duralube Oil-sponsored event was the second round in Casey Folks' four-race Grand Slam Championship Series, and drew the usual high-class field that Best in the Desert events are known for.

In addition to the challenging competition, racers also faced one of the toughest courses that the desert has to offer — "another Casey Folks' special," as one racer put it.

"Tight and technical," was how most of the racers described the 75-mile, figure-eight course that they had to complete three times.

"It's really tight and you have to work all the way," Husky pilot Dave Chase said. "There's nowhere that you can get into sixth gear for more than a second or two."

"It was so awesome," was the comment from Team Green's Larry Roeseler. "It was really tight — almost like an enduro, but that's where I ride the best so you won't hear any complaints from me."

Rain the week before the event had left the course in perfect condition with dust-free running and endless traction.

"This is the best course I've ever ridden in my life," Smith said. "It's super tight and technical — so tight they must've walked around to mark it, and with the rain it's perfect. If God sat down here and made this heaven, it couldn't be any better to ride in."

The only racer who wasn't happy with the conditions was Kawasaki's Ted Hunnicutt.

"I wish there was some dust — I like the dust," said the KX500 pilot. "I can pass people really well when it's dusty because they ride slower then. Everyone's going so fast out here I need some dust or I won't catch up to them."

The first racer left the starting line at 7:00 a.m., powering up the narrow starting chute, across the first rise and out onto the pink-ribboned trail with the other competitors following one bike at a time every 15 seconds. Competition was fierce right from the word go.

Fifteen-year-old Danny Hamel shot up past the five earlier starters and had his RM250 out in front of the pack by the time he completed the first half of the figure eight-shaped course and handed the bike over to teammate Charlie Morris Jr. Going strong in second, after starting 21st off the line, was Larry Roeseler, who wasn't wasting any time either.

"My race strategy? Well, I took off and rode as hard as I could pretty much," said Roeseler, who was racing for the first time since injuries suffered at the Viewfinders Grand Prix in early March. "I had a really good first loop — I probably passed about 19 guys, and I put time on just about everyone."

Roeseler was one of the few riders who had elected to tackle the grueling 225-mile team event on his own.

"I didn't really want to do it by myself. I just didn't have a partner to ride with," said Roeseler, who signed up at the last minute with National enduro champ Dick Burleson just in case he needed a break late in the race.

Fast times for the 38-mile first loop were also logged by Smith, Greg Zitterkopf for the Carlos Serrano/Zitterkopf YZ250 team, Las Vegas' Derek Titus and Scott Underwood, and KX125 Ironman Eddie Arnet.

The 37-mile second half of the figure eight ran the racers through terrain that was just as rocky and treacherous as the first half and kept average speeds less than 30 mph.

Serrano set a blistering pace in the early stages of the loop and had elbowed his way to the front of the

pack as he swept past the 35-mile mark, but all was not well with the Serrano/Zitterkopf Yamaha.

"We were going pretty good at the start but we blew the base gasket in the first loop," Serrano said. "It was running bad on the bottom and not running on the top end either. The midrange was okay though, so we just kept going and waited to see what would happen."

Despite their mechanical problems, Serrano and Zitterkopf had a time-adjusted lead of 43 seconds over Roeseler as they headed into the start of the second figure eight, and also held a two-and-a-half minute edge over the Smith/Sweetland Husky.

Arnet's KX125 was still charging hard, but a promising early run by the Ted Hunnicutt/Brett Howell Kawasaki Team had started to fizzle.

"The gremlins are getting us," said Hunnicutt. "I went out about two miles into my section and the inside core of the muffler broke. I had to go back to the pits for another muffler and after all the time out, we're really just hanging in there looking for a good finish."

Zitterkopf continued to head the competition in the first half of loop two, stretching the team's leading margin out to almost a minute over Roeseler despite the YZ250's obviously worsening mechanical problems.

The Smith/Sweetland Husky was still going strong three minutes behind on adjusted time and was caught in a back-and forth battle for fifth in the physical standings with the Kawasaki team of Paul Krause and Grant Palenske.

As the racers returned from their second complete circuit of the figure eight course, Roeseler had slipped past Serrano to take over the lead by half a minute in the time-adjusted standings. Smith and Sweetland had pushed their way through into third overall, a time-adjusted one-and-a-half minutes behind the new leader.

The YZ250 piloted by Mike Baker and Kurt Pfeiffer was the fourth machine to hit the pits, racing handlebar-to-handlebar with the Hamel/Morris Suzuki.

Arnet's solo bid for the 125cc win was still going strong as he raced into the pits in ninth, with John Braach and Ron Jennings, on a YZ125, the Bryan Folks/Sean Steele Husky Team and Kawasaki-mounted Jeff Kerhonen and Ken Arnold duking it out for second 125 in the time-adjusted standings.

Kenny Parry and Greg Winters were charging hard going into loop three and had the drop on all of their Class 30 rivals except Roeseler.

As the competitors entered their final loop of the 75-mile course, the already close racing got even closer. Smith turned in a sizzling performance in the first 38 miles that had him side-by-side with Roeseler as they raced into the pits for the last time and a quick turn-around sent Sweetland into the second half of the loop four seconds ahead of the tiring Kawasaki ironman. Serrano was still hard on the gas a minute-and-a-half back in third, but doubted that the ailing YZ250 would stay together long enough to reach the finish line.

Smith and Sweetland's flawless performance captured the overall honors with a total elapsed time of six hours and 43 minutes, almost two minutes faster than second-place Roeseler.

"We were winning this race last year and the bike broke on us with an 11 minute lead, so it really feels good to win this one," said Sweetland, who thanked Cagiva North America, Alpinestar, Acerbis, Husky Products, Dirt Unlimited, F&L, Arai, Z Racing, Autolite, Goldbelt, Spectro, Scott and Metzeler. "We had a good ride once we got past the first loop."

Back in second, Roeseler was obviously feeling the effects of a 225-mile solo ride.

"I am a little tired," the KX250 hotshot admitted as Sweetland pushed his bike out of the finishing-chute for him. "I would like to have been in a bit better shape going into this."

"I had no crashes, no problems, no flats," said the Kawasaki Motor Corp./Malcolm Smith/Bell/Tsubaki/Pro Circuit/Renthal/Dunlop/Scott USA/Acerbis/Troy Lee/CTI-backed racer, whose second-place finish earned him first place in the Over 30 class.

Serrano crossed the line four minutes slower than Roeseler to claim third overall and the win in the 250cc division.

"The gasket went out in the first loop and the bike's been gradually getting weaker all day, but we finished and that's what counts," said Serrano, who is backed by Eastside Cycle/Malcolm Smith/Gear/Renthal/Dunlop/KSI/Motul/Scott/Arai/Serrano Ranch and Feed/Montclair Yamaha.

Fourth overall and second in the 250cc class was claimed by Yamaha pilots Mike Baker and Kurt Pfeiffer five minutes behind the Serrano/Zitterkopf Yamaha.

The Krause/Palenske KX500 took fifth in the overall standings, second in the Open Pro division.

Early race leaders Hamel and Morris slid across the finish line in sixth, with 250cc classmates Darin Cartwright and Tom Kelley, on a Yamaha, and Daryl Folks and Scott Morris, riding a Cagiva, bringing their 250cc mounts home less than 42 seconds behind them.

Solo rider Arnet kept the pace going right to the end to claim the honors in the 125cc division with a time of seven-hours-and-two minutes (ninth overall), six-and-a-half minutes ahead of his nearest 125cc rivals, John Braasch and Ron Jennings. The Bryan Folks/Sean Steele Cagiva team claimed third.

Finishing six minutes behind Arnet in 10th overall was the Parry/Winters Vet team, with Anthony Pasqualotto and Jack Johnson, on an ATK, taking third in the Vet division 12 minutes later. ●

Results

O/A: 1. Dan Smith/Garth Sweetland (Hus); 2. Larry Roeseler (Kaw); 3. Carlos Serrano/Greg Zitterkopf (Yam); 4. Mike Baker/Kurt Pfeiffer (Yam); 5. Paul Krause/Grant Palenske (Kaw); 6. Danny Hamel/Charlie Morris (Suz); 7. Darin Cartwright/TomKelley (Yam); 8. Daryl Folks/ScottMorris (Cag); 9. Eddie Arnet (Kaw); 10. Kenny Parry/Greg Winters (Yam); 11. Rick Daniel/Robb Mesecher (Yam); 12. John Braasch/Ron Jennings (Yam); 13. Bryan Folks/Sean Steele (Hus); 14. Paul Ostbo/Brent Richardson (Hon); 15. Anthony Pasqualottoo/Jack Johnson (ATK); 16. Tim Morton/Vince Warren (Hon); 17. Lee Pearson/Chuck Rush (Hus); 18. Kevin Steele/Don Griewe (Hus); 19. Sam Rames/Garrett Sweetland (Hon); 20. Ted Hunnicutt/Brett Howell (Kaw).

OPEN PRO: 1. Dan Smith/Garth Sweetland (Hus); 2. Paul Krause/Grant Palenske (Kaw); 3. Paul Ostbo/Brent Richardson (Hon).

250 PRO: 1. Carlos Serrano/Greg Zitterkopf (Yam); 2. Mike Baker/Kurt Pfeiffer (Yam); 3. Danny Hamel/Charlie Morris (Suz).

125 PRO: 1. Eddie Arnet (Kaw); 2. John Braasch/Ron Jennings (Yam); 3. Bryan Folks/Sean Steele (Hus).

OVER 30 PRO: 1. Larry Roeseler (Kaw); 2. Kenny Parry/Greg Winters (Yam); 3. Anthony Pasqualotto/Jack Johnson (ATK).

OVER 38 PRO: 1. Montie Gerber/Craig Mojeske (Hon); 2. George Antill/Rex Frehner (Yam); 3. Ed Hooper/Al Forbes (Yam).

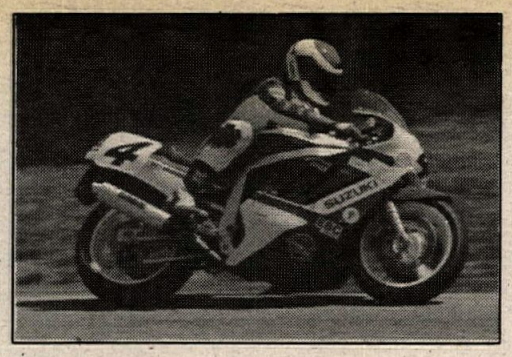
LADY PRO: 1. Betty Heath/Catherine Cooper (Hon).

OPEN SPTSMN: 1. Sam Rames/Garrett Sweetland (Hon); 2. Floyd Bradley/Scott Glimp (Hus); 3.Dale McCarter/Richard Wilk (Hus).

250 SPTSMN: 1. Glenn Taylor/Scott Benshoof (Suz); 2. Michael Walling/Scott Forwood (KTM); 3. Ron Haigwood/Dean Campbell (Hon)

125 SPTSMN: 1. BJ Almberg/Aron Huntington (Suz); 2. Rob Miller/Greg Itson (Hon); 3. Ken Ingham/Don Behling (Hon).

OVER 30 SPTSMN: 1. Keith Pearson/Geff Grossan (Hus); 2. John Kearney/Martin Placencia (ATK); 3. Daniel Clouser/James Smith (KTM).



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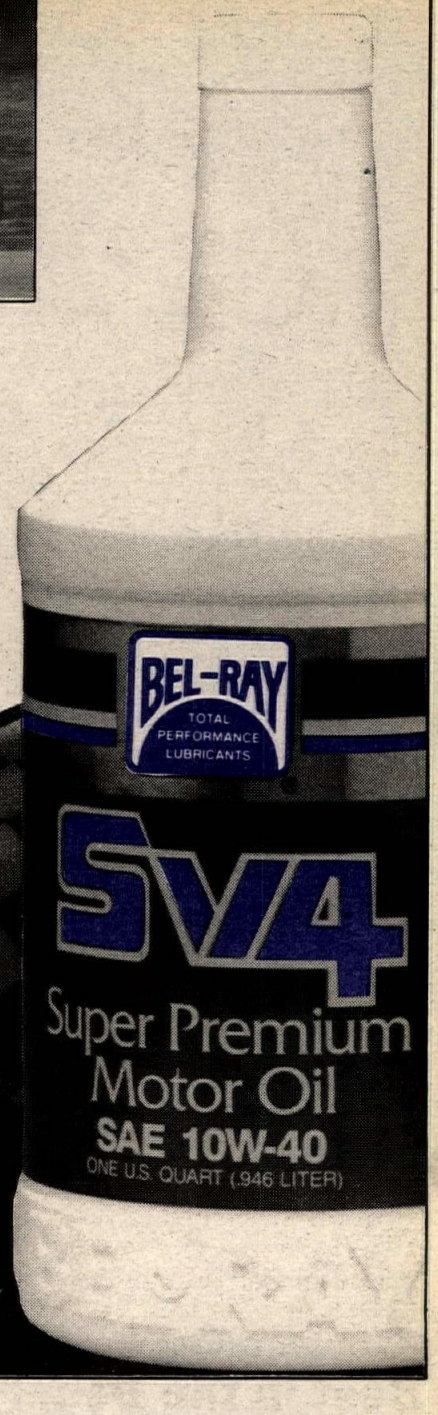

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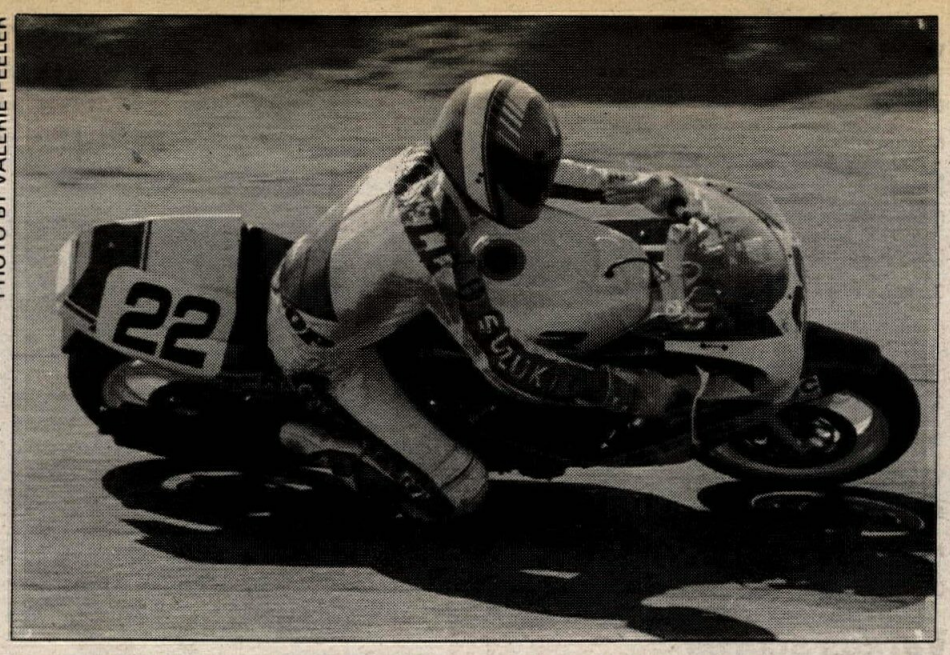
Bob Kline (36) leads Willie Surratt (31) at the start of the first 250cc Pro moto at Ascot. Surratt finished second overall behind Ron Turner.

PHOTO BY KEN FAUGHT

PHOTO BY VALERIE PEELER



Scott Russell swept all three Suzuki GSXR Cup contingency-paying classes at Willow Springs. His winning streak now stands at 14 races.

Morgan motors to Ascot MX win

By Ken Faught

GARDENA, CA, APR. 15

Yamaha-mounted Nick Morgan used a 2-1 moto finish to capture the overall victory in the 125cc Junior class at Ascot's Friday Night MX.

In the first moto Chris Ridgway holeshot Morgan, Marc Bunch, Marc Laidler and Karl Fernandez. Morgan tried to stuff Ridgway into the following turn, but Ridgway quickly moved over and slowed Morgan's charge. Ridgway then proceeded to pick up his pace and put a few bike lengths between himself and the pack. Morgan set out to catch the fleeing Ridgway, and halfway through the race had closed within striking distance. With only two laps remaining, Morgan's hopes of passing diminished when the silencer fell off of his YZ. While Morgan struggled just to hold off Bunch and keep his Yamaha running, Fernandez had moved into fourth with Ray McIntosh fifth. At the finish it was Ridgeway with the win while Morgan held on to take second over Bunch.

When the gate dropped at the start of the second moto Morgan grabbed the holeshot over Ridgway, Chris Kefalas, Steve Sharp and Rick Larecy. Morgan immediately started to open up a commanding lead as Ridgeway fell out of the top 10. While Morgan was way out front cruising, a five-way battle for third was shaping up. Sharp had moved into third after Ridgway dropped back and now had to contend with Bunch, Rick Larecy, and McIntosh. As the riders battled third place changed almost continuously. But when the checkered flag came out, Morgan took an easy win, his 2-1 good for the overall, followed by Kefalas, Bunch, Sharp, and Fernandez. Bunch was second overall with a pair of thirds and Kefalas captured third with a 7-2 score.

In the first 250cc Pro moto Willie Surratt gated perfectly and quickly pulled away as Bob Kline and Ron Turner started to battle for second. Turner tried everything he could in order to pass Kline during the moto, but nothing worked. At the finish Surratt took the win with Kline barely edging out Turner. Craig Davis finished a close fourth over John Posca.

Second moto action saw Kline rocket into the lead ahead of Turner, Posca, Davis and Surratt, only to fall on the first lap. That gave Turner the lead over Posca. Surratt moved up into third, then fought with Posca for the position for the rest of the race. When the checkered flag came out Turner took the win and overall victory, Posca held off Surratt for second.

Results

50: 1. Shawn Igaccio (Yam); 2. Scott Alexander (Yam).

60: 1. Jeff Willoh (Kaw); 2. Jason Shirey (Kaw); 3. Damion Loudd (Kaw); 4. Reginald Mitchell (Kaw).

80 BEG D-1: 1. David Kelsey (Kaw); 2. Marc Lippert (Suz); 3. Phil Fehlman (Yam); 4. Shannon Enright (Hon); 5. Aaron Arellanes (Hon).

80 BEG D-2: 1. Ronald Robinson (Hon); 2. Armando Overland (Kaw); 3. Jason Shirey (Yam); 4. Billy Soloman (Yam); 5. John Ruiz (Kaw).

80 OPEN: 1. Jeff Willoh (Kaw); 2. Paul Ito (Yam).

ADLT MINI: 1. Brian Nall (Suz); 2. Gary Ybarra (Hon); 3. Marc Deslauries (Hon); 4. Bernard Miller (Hon); 5. Anthony Rose (Hon).

125 BEG D-1: 1. Greg DeBinder (KTM); 2. John Leseberg (Kaw); 3. Jim Rice (Yam); 4. Bernard Miller (Hon); 5. Daniel Cossack (Hon).

125 BEG D-2: 1. Tony Bamasti (Hon); 2. Keith Fairchild (Kaw); 3. Jose Godinez (Kaw); 4. Chris Chavez (Hon); 5. Glen Vega (Kaw).

125 BEG D-3: 1. Rodney Osman (Kaw); 2. Ron Stewart (Hon); 3. Mark Vandewalle (Hon); 4. Shawn Tuoney (Yam); 5. Len Sellers (Hon).

125 JR: 1. Nick Morgan (Yam); 2. Marc Bunch (Hon); 3. Chris Kefalas (Hon); 4. Karl Fernandez (Suz); 5. Rick Larecy (Suz).

125 INT: 1. Kevin Bussey (Kaw); 2. Daniel Bush (Hon).

125 PRO: 1. Craig Davis (Yam); 2. Gary Sailors (Kaw).

250 BEG D-1: 1. Chris Kohler (Suz); 2. Craig Wilkinson (Hon); 3. Jeffery Park (Hon); 4. Joe Uribe (Hon); 5. Mark Granberg (Hon).

250 BEG D-2: 1. Brian Tesberge (Yam); 2. Kelly Collins (Hon); 3. Corey Judson (Hon); 4. Marc DesLauriers (Yam); 5. David Ford (Hon).

250 BEG D-3: 1. James Cartnell (Hon); 2. Richie Sherman (Hon); 3. Dean Mullins (Hon); 4. Jim Williams (Kaw); 5. Kenny York (Yam).

250 JR: 1. Kevin Lopa (Hon); 2. Brian Nall (Hon); 3. Frank Charolla (Hon); 4. Chris Ridgway (Hon); 5. Jim Carley (Kaw).

250 INT: 1. David Benedetti (Suz); 2. Tony Fuller (Suz); 3. Jim Dominici (Hon); 4. James Whitehead (Kaw).

250 PRO: 1. Ron Turner (Yam); 2. Willie Surratt (Suz); 3. John Posca (Kaw); 4. Craig Davis (Yam); 5. Bob Kline (Hon).

500 BEG: 1. Jack Landers (Hon); 2. Brian Legg (Hon); 3. Don Grant (Kaw); 4. Greg McLendon (Hon); 5. Chuck Boeckman (Hon).

500 JR: 1. Major Alford (Kaw); 2. Tom Lyman (Hon); 3. Ron Gilbert (Hon); 4. Brian Anderson (Yam); 5. Mike McCue (Kaw).

500 INT: 1. Greg Smith (Hon).

500 PRO: 1. John Posca (Kaw); 2. Craig Davis (Yam); 3. Tom Webb (Hon); 4. Pam Yarbrough (KTM).

VET JR: 1. Rusty Spencer (Yam); 2. Mark Granberg (Hon); 3. Kent Reed (Hon); 4. John DiCiaula (Suz); 5. Rich Hanson (Rot).

VET INT: 1. Mark Heller (Hon); 2. Larry Forbis (Suz).

VET PRO: 1. Ron Turner (Yam); 2. Rick Johnson (Hon).

Russell dominates Willow Springs RR

By Valerie Peeler

ROSAMOND, CA, APR. 17

Georgia's Scott Russell, apparently invincible on a trio of Solmax Racing/Wagner's Cycle Works-sponsored Suzukis, pulled off a clean sweep of four wins at Willow Springs International Raceway.

First-place finishes in the A, B and C Production classes as well as in Open Formula extended his winning streak to fourteen. Russell earned $2100 for the day's work, boosting his contingency earnings so far this year to over $15,000.

Russell trounced his opponents in the C Production race, leading wire-to-wire and finishing with a five-second lead. He rocketed off the front row, shadowed by Team Suzuki's Jamie James of Louisiana, and two California riders — Peter Carroll and Tommy Lynch. Before the end of the first lap Russell had already divorced himself from the tussle between James and Carroll over second.

That quarrel remained heated throughout the race, with positions swapped back and forth on almost evey lap. Steve Cardillo maintained a steady fourth before going down in turn five on the fifth lap. Lynch inherited the fourth position and Alan Smith moved into fifth, the last position earning Suzuki contingency money.

By the start of the last lap Vance & Hines' Carroll had opened up a slight gap over James but went wide into turn two, allowing James to sneak up on him. James took advantage of the situation, outbraking Carroll going into turn three to take second once again, then maintained his last-lap charge as Carroll backed off. James, co-winner in the previous day's six-hour endurance race, took the checkered flag for second with more than a four-second advantage.

In another of the day's main events, B Production, Suzuki was the only manufacturer represented. Russell got off to another great start, trailed again by James and by California's Cal Rayborn and Carroll. By the end of the first lap the top three had made a breakaway, leaving Carroll to fight with Chuck Graves over fourth place.

Conditions for the race were bad. The day's high winds reached their peak, tossing clouds of dirt across the track and making turns eight and nine particularly difficult. Creeping up the front straight on lap three into the powerful headwind, James sprinted past Russell to lead into turn one. The upset was brief, however, and the Georgia rider regained command before reaching turn two. After this, Russell never relinquished the lead, though he was hounded by both James and Rayborn.

By the seventh lap only a half-second had opened up between Russell and James, and Rayborn trailed by just another second. At the finish it was, predictably, Russell, James and Rayborn harvesting the top contingency money from Suzuki.

Results

B PROD NOV: 1. Henry Moradilla (Suz); 2. Gary Mansfield (Suz); 3. Rick Lansky (Suz).

D S/BK/CLBMN: 1. David Morris (Yam); 2. Dave Skaien (Yam); 3. William Donovan (Yam).

B S/BK: 1. Chuck Graves (Suz); 2. Clinton Whitehouse (Suz); 3. Pete DeLeo (Suz).

C PROD NOV: 1. David Hetzeler (Hon); 2. Tony LaGrene (Yam); 3. Kai Schwerdtfeger (Hon).

C PROD EX: 1. Scott Russell (Suz); 2. Jamie James (Suz); 3. Peter Carroll (Suz).

D PROD/F-3: 1. Dave Skaien (Yam); 2. Ken Parsley (Yam); 3. John Grint (Yam).

A PROD: 1. Scott Russell (Suz); 2. Peter Carroll (Suz); 3. Ralph Payne (Suz).

C S/BK/F-2: 1. Alan Smith (Suz); 2. Robert Teaney (Suz); 3. Doug Stephens (Hon).

B PROD EX: 1. Scott Russell (Suz); 2. Jamie James (Suz); 3. Cal Rayborn (Suz).

OPEN FORM: 1. Scott Russell (Suz); 2. Chuck Magnusson (Suz); 3. John Livings (Suz).

Miller, Thorwaldson double at Fernly MX

By Kathi Davis

FERNLEY NV, APR. 10

Steve Miller took both the Open and 250cc Novice wins today at the Fernley MX track to dominate the Novice division. He was joined by Rich Thorwaldson, who had a perfect day in both the Old Timer Expert class and the Veteran Expert class to complete his double win.

One of the most exciting races of the day took place in the 250cc Expert class. The first moto saw Robbie Hadlock grab the lead on the second lap and never look back for the win. The second moto was a complete turn around. Dave McCombs (Suz) grabbed the holeshot and was three bike lengths ahead by the second turn. Several riders went down and first moto winner Hadlock was at the bottom. Hadlock remounted in last place and started after the leaders.

Up front McCombs was still leading with Butch Stillmook and Randy Maga hot on his trail and the three fought for most of the race. Hadlock had crashed hard again and was now out of contention for the win. As the race started to come to a close, McCombs started to pull away, but he had to depend on Stillmook to beat Maga for him to win the overall for the day. He kept up his blistering pace as did Stillmook and Maga. But on the last lap Maga knew he had to get Stillmook. He pulled out all the stops and Stillmook tried to hold him off. Stillmook got thrown off balance going into a turn causing him to be unable to shut off the throttle. He saved it, but Maga found the opening and got by. McCombs had a 10-second lead, but it didn't matter since Maga's two second place finishes were good enough for the overall.

Results

60: 1. Blaine Wills (Hon); 2. David Roberts (Kaw); 3. Ty Carson (Kaw).

80 JR: 1. Tin Billings (Kaw); 2. Carter Yohey (Suz); 3. Steve Yacuk (Yam).

80 B: 1. Milo Fond (Kaw); 2. Reggie Landsberry (Suz); 3. Jim Boody (Yam).

80 NOV A: 1. Chris Thomas (Suz); 2. Donny Roberts (Suz); 3. Shawn McDonald (Hon).

125 JR: 1. James Morningstar (Kaw); 2. Billy White (Kaw); 3. Steve Hawkins (Hon).
125 EX: 1. Mark Mason; 2. Aaron Johnson.
125 NOV: 1. Jason Tiensvald; 2. Craig Laird; 3. Brian Wilson.
250 NOV A: 1. Steve Miller (Yam); 2. Mike McMurry (Suz); 3. Eric Silsby (Kaw).
250 NOV B: 1. ToddStromberg (Kaw); 2. John Mgnteatel (Yam); 3. Barry Williams (Yam).
250 JR: 1. Shawn Palmer (Hon); 2. Chris Porcelto (Cag); 3. Grant Michaelson (Hon).
250 EX: 1. Randy Maga (Hon); 2. Dave McCombs (Suz); 3. Butch Stillmook (Yam).
OT NOV: 1. Jim Hanna (Hon); 2. Jan Key (KTM); 3. James Willis (Hon).
VET NOV: 1. Jack Morgan (Hon); 2. Toby Young (Hon); 3. Mike Minseh (Suz).
OT JR: 1. Bill Jones (Mai); 2. Bill Freiling (Kaw); 3. Gary Kidman (Hon).
VET JR: 1. Edd Price (Hon); 2. Rex Hibdon (KTM); 3. Dave Rigls (Kaw).
OT EX: 1. Richard Thorwaldson (Hon); 2. Dana Branham (M-S); 3. Jeff Carson (Kaw).
VET EX: 1. Richard Thorwaldson (Hon); 2. Larry Wright (Kaw); 3. Larry Brown (Hon).
OPEN NOV: 1. Steve Miller (Hon); 2. John Martinmass (KTM); 3. Michael Murphy (Hon).
OPEN JR: 1. Grant Michaelson (Hon); 2. Tim Nobles (Hon); 3. Al McElroy.
OPEN EX: 1. Robbie Hadlock (Hon); 2. Tim Dyer (Hon); 3. Mitch Gallagher (Hon).

Vargus scores Pearsonville MX win

By Brian Dettling

PEARSONVILLE, CA, APR. 10

Kawasaki-mounted Brian Vargus took home an uncontested Pro win at IMI's track today, at Pearsonville MX. He pulled the holeshot in both motos and waved bye-bye to Yamaha rider Jeff Black and Eric Wicker, who traded second and third place finishes with Black getting the nod for second overall.

As usual, the 125s provided the most excitement and action. In the Beginner motos, Garet Anderson had to fight for both his wins, as Jeff Del Gavdio wasn't going to let him have it easy. Anderson rode a very controlled and smooth race, spending more time getting power to the ground, while Jeff banzaied the track and cleared both the long double jumps and the triples, but spent too much time in the air, gradually losing ground. Tom Boughton took third for the day.

The 125cc Junior and Intermediate race saw a much improved John Condon take the win over Desert Sport Center's Matt Winkel. During the first moto, all of the Intermediates ended up on the ground, dropping them behind the Juniors. Overall winner Jimmy Kight battled tooth and nail with Nick Young and David Alford. These guys are great friends off the track, and on the track they love nothing better than to jam each other in the corners, jump over each other, and bang bars in the whoops.

Results

PRO: 1. Brian Vargus (Kaw); 2. Jeff Black (Yam); 3. Eric Wicker (Hon).
60: 1. Jay Theys (Kaw); 2. Arlen Wyrick (Kaw).
80 BEG: 1. Jay Theys (Kaw); 2. Seth Podell (Yam); 3. Jeremiah Coey (Kaw).
80 INT: 1. Terry Parsons (Yam); 2. Moe Arismann (Yam).
125 BEG: 1. Garet Anderson (Yam); 2. Jeff Del Gavdio (Hon); 3. Tom Boughton (Hon).
125 JR: 1. John Condon (Yam); 2. Matt Winkel (Hon).
125 INT: 1. Jim Kight (Hon); 2. Nick Young (Hon); 3. David Alford (Yam).
250 BEG: 1. Chris Smith (Yam); 2. Kelly Johnson (Yam).
250 JR: 1. Mike Romp (Hon); 2. Beanie Boyts (Kaw); 3. Clint Compton (Hon).
500 BEG: 1. David Wilson (Yam); 2. Robin Young (Hon); 3. Kevin Allen (Hon).
500 JR: 1. Jim Fowler (Hon); 2. Rodney Skaggs (Hon); 3. Randy Winslow (Yam).
500 INT: 1. Ron Lewis (Hon).
VET: 1. Robert Ringo (Yam).

Iwanaga styles in Santa Maria ST

By Mike Vancil

SANTA MARIA, CA, APR. 2

Paul Iwanaga brought his good luck, fast Honda four-stroke short tracker and considerable skill to Santa Maria's short track and at evening's end had amassed a heat race win, a feature win and had gathered a whole new group of fans for his stylish full-bore riding style. He earned quick leads in both races on his Lee Racing/Knight Racing/Advantage

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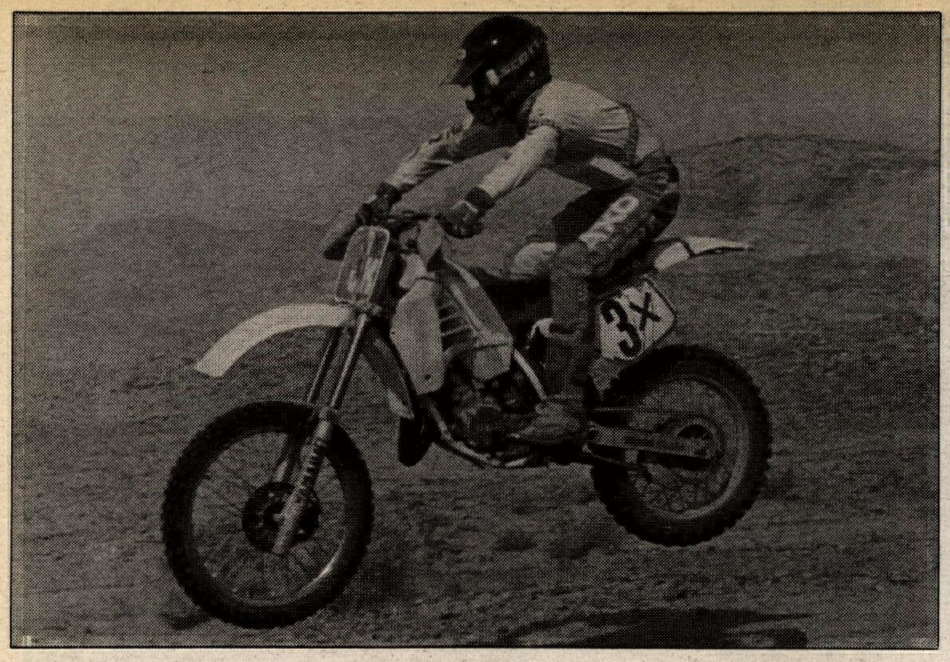

PHOTO BY BOB BELL

Wes Enz topped the 125cc class during the California Gold Tubbs Hare Scrambles, held in Plaster City.

PHOTO BY DAVID PROCIDA

David Rosen (43) leads Jeff Barbacovi (123) and Tony Qualls (159) in combined 125/250cc Intermediate class action at Palmdale MX.

ATV-sponsored Honda and then set about trying different lines in each corner, each attacked with the same ferocity. Jimmy Higuera on his new Rotax sponsored by Val's Plumbing and J & J Trucking followed Iwanaga home and John Pack was next on his Auto Import Repair-sponsored Yamaha. Kevin Crowley, on a Thompson's Audio/Video Studio-sponsored two-stroke, pulled off the track with some mechanical ailment.

The only other double winner was hard-riding Patrick Vacchieri on his Yamaha TT and he took victories away from Bob Pack in the 500 and 600cc Junior classes. Pack got the better start in both races but the constant pressure from Vacchieri finally resulted in passes and ultimate wins by Vacchieri.

Results

P/W 60 NOV: 1. Shaun Russell (Kaw); 2. A.J. Herrera (Yam).
P/W 60 JR: 1. Johnny Murphree (Kaw); 2. Jeff Gabhart (Kaw).
P/W 70: 1. Michael Hannas (Suz).
MINI 80 NOV: 1. Dan Hart (Kaw); 2. Don Hart (Yam); 3. Robert Rael (Kaw); 4. Jasin Straeck (Yam).
MINI 80 JR: 1. Johnny Murphree (Kaw); 2. Jeff Gabhart (Kaw); 3. Torey Rolland (Kaw).
125 NOV: 1. Pat McDaniel (Kaw); 2. Shawn Edwards (Yam).
250 NOV: 1. Jeff Stob (Mai); 2. Shawn Edwards (Yam); 3. Dan Argano (Hon); 4. Adam Enticknap (Hon); 5. Ron Coop (Yam).
500 NOV: 1. Dave Alexander (Yam); 2. Ronald Byrd (Yam); 3. Adam Enticknap (Hon); 4. Tony Herrera (Yam); 5. Mark Shepard (Yam).
500 JR: 1. Patrick Vacchieri (Yam); 2. Bob Pack (Hon); 3. John Dallaire (Kaw); 4. Gary Ritchie (Yam); 5. Pat McDaniel (Kaw).
600 NOV: 1. Mark Sheppard (Yam); 2. Greg Heschke (Kaw); 3. Tim Pilg (Bul).
600 JR: 1. Patrick Vacchieri (Yam); 2. Danny Ritchie (Yam); 3. Gary Ritchie (Yam); 4. Bob Pack (Hon).
VET: 1. John Dallaire (Kaw); 2. Dave Alexander (Yam); 3. Ronald Byrd (Yam); 4. Todd Rafferty (Hon).
500 EX: 1. Paul Iwanaga (Hon); 2. Jimmy Higuera (Rtx); 3. John Pack (Yam); 4. Kevin Crowley (Yam).

Nolin wins third straight at Tubbs HS

By Bob Bell

PLASTER CITY, CA, APR. 10

El Cajon Honda/KSI/Maxima-sponsored Rob Nolin ran off with his third straight overall victory at the California Gold AMA District 38 Tubbs Stuck in the Mud Hare Scrambles at Plaster City.

At the drop of the green flag Steve Walker shot out to an early lead followed by Todd Cary, Robbie Pippin and Robert Prather, all mounted on open bikes. Nolin was buried back in the pack after a dismal start.

"It started on the first kick but almost fouled a plug and took forever to rev up," said Nolin. He hit check one 10th overall.

By the end of the first of four 20-mile loops it was Walker rocketing down pit row with nearly a two-minute advantage over Cary.

"I knew it might come down to me and Nolin by the end so I needed as big a lead as I could get," Walker said.

Nolin had his 250 screaming and was already up to third, some 30 seconds behind Cary. Other early class leaders were Scott Sease leading the 125s, Keith Sievers (Hon) with the Vet lead and Monte Lee heading the Seniors.

Lap two found Nolin continuing to charge. He stormed past Cary and cut nearly 45 seconds off of Walker's lead as Cary settled into a comfortable third overall. Tim Funk was on the gas as well and had taken fourth overall, moving up five positions from his first lap performance. When Walker came flying into the pits at the end of lap three, he was not alone. Nolin had carved off over a minute and was now only 17 seconds behind.

"As I turned down pit row, I saw Walker. I knew at that time I was going to get him," stated Nolin. As he passed by the Walker pit, he confidently motioned thumbs up.

The two riders were only feet apart as they disappeared from pit row. Walker rode determined as Nolin began poking his front wheel into Walker's view, looking for an opening. After trying twice unsuccessfully, Nolin finally took command.

"I held him off twice but finally he got by and there was nothing that I could do," said Walker.

From then on it was clear sailing for Nolin, and at the finish, Nolin smoked in with the overall win and set the fastest lap time of the day as well.

"In one of my pits, my bike died, we almost didn't get it going," said Nolins. "I had to keep the throttle wide open while they dumped gas."

While Nolin was lucky to have finished, another race was going on for second overall. After his close fought battle, Walker had developed a flat and Cary was closing in. With only yards to go Cary jumped alongside of Walker and they both pinned their throttles heading toward the checkered. Cary squeaked out a 10 foot victory for the Open class win, over Walker, who was third overall, second Open. Second in the 250cc class and fourth overall went to Funk.

In the 125cc class, Sease continued to lead for the first three laps, but Wes Enz chopped away at the lead and they battled on the final loop until Enz pulled clear and took the hard earned victory by 12 seconds.

Results

FINISH: 1. Rob Nolin (Hon); 2. Todd Cary (Hon); 3. Steve Walker (Hon); 4. Tim Funk (Yam); 5. Marty Kamery (Yam).

Broussard bowls over Palmdale MX

By David Procida

PALMDALE, CA, APR. 10

Joe Broussard piloted his 1973 Honda CR250 to a pair of moto wins today in the CRC Vintage class at L.A. County Raceway.

In moto one Greg Robertson holeshot aboard a 1974 Yamaha 360 with Honda-mounted Mark Neal hot on his heels. Neal was using every inch of travel available on his 1973 Elsinore 250 in a wild attempt to stay with Robertson. Running in third through fifth were Broussard, Paul Falassi on a 1973 CZ 400 and Rod Kirkbride on a rare Hodaka Super Rat. Broussard was quick to challenge and passed Neal for second, and on lap four Broussard's charge carried him to Robertson's rear fender. It took a few laps to find the right spot to pass Robertson, and once in the lead Broussard rode flawlessly to the checkered flag with Robertson and Neal rounding out the top three.

In moto two Robertson again holeshot everyone, but as the riders came around for the second lap it was Broussard leading the Yamaha rider with Ron Aldrich's 1974 CZ 250 running in third. As the race wore on, Broussard pulled away from Robertson, who had an equal amount of space on third place Aldrich. Broussard went on to take first as the riders' positions remained unchanged. When the results were totaled, it was Broussard with the overall, Robertson in second, and Mark Neal going 3-4 for third.

In the Women's Expert class Mindy Smith led everyone into turn one. By lap two Lisa Peterson displaced Tami Rice for second and set off in pursuit of Smith. Behind this trio, a battle raged for fourth between Dana Evenson and Brenda Conner. The two stayed close for six of the eight laps in a battle that took them right up to Rice. Up front Peterson had moved into the lead with Smith close behind. The two riders had pulled away from the battle now being waged for third as Rice had her hands full with Evanson and Conner. Evanson overtook Rice in the whooped out straightaway and went into third. Peterson, meanwhile, had opened up a small lead only to wash out in a corner handing Smith the lead and first moto win. Peterson remounted and finished second ahead of Evanson.

In moto two Peterson took an early lead that was not to be challenged and with Smith trailing a short distance behind her, went wire-to-wire for the second moto win and overall. Smith's moto two second place finish gave her second overall, while Rice took third overall via a 4-3 set of motos.

Results

WMN NOV: 1. Sheila Moretz (Hon); 2. Melanie Parks (Yam); 3. Lisa Frame (Suz).
WMN INT: 1. Tina Zahrt (Hon); 2. Lori Hedstrom (Yam).
WMN EX: 1. Lisa Peterson (Hon); 2. Mindy Smith (Kaw); 3. Tami Rice (Suz).
VINT: 1. Joe Broussard (Hon); 2. Greg Robertson (Yam); 3. Mark Neal (Hon).
VET BEG: 1. Dan Tufts (Kaw); 2. Randy Wysocki (Kaw); 3. Randolph Evans (Suz).
VET NOV: 1. Brian Curray (Kaw); 2. Mike Puklus (Hon); 3. Russ Hoffman (Hon).
VET INT: 1. Frank Mierau (Hon); 2. Charlie Strong (Hon); 3. Randy Anderson (Yam).
VET EX: 1. Joe Broussard (Hon); 2. Bob Millner (Hon).
SR BEG: 1. Cal Calais (Kaw).
SR EX: 1. Jim O'Neal (Hon).
80 BEG: 1. Bob Sage (Hon); 2. Jeff Bluff (Kaw); 3. Chad Barth (Yam).
80 NOV: 1. Jason Simmons (Kaw).
125 BEG D-1: 1. Clarence Abbott (Hon); 2. Adam Watters (Kaw); 3. Scott Pekarek (Suz).
125 BEG D-2: 1. Richie Sherman (Hon); 2. Karl Lindstrom (Hon); 3. Mike Dankleberger (Hon).
250 BEG: 1. Nick Santana (Hon); 2. Pat Ballard (Hon); 3. Dan Augino (Hon).
500 BEG: 1. Bob Housman (Hon); 2. Dale Gunter (Hon); 3. James Clyde Hulman (Kaw).
125 NOV: 1. Albert Sanchez (Hon); 2. Robert McGee (Hon); 3. Chris Evans (Kaw).
250 NOV: 1. Earl Watters (Kaw); 2. Danny Bahagua (Suz); 3. Jim Whitt.
500 NOV: 1. Bryon Greene (Yam); 2. Greg Atkinson (Hon); 3. Kelly Wade (Hon).
125 INT: 1. Jeff Barbacovi (Yam); 2. Robert Shipman (Yam).
250 INT: 1. Bubba Erickson (Yam); 2. Scott Murphy (Kaw); 3.. David Rosen (Hon).
500 INT: 1. Greg Pierce (Kaw); 2. George Andrews (Hon); 3. Tom Smith (Hon).
125 PRO: 1. Rich Truninski (Hon); 2. Gary Sailors (Kaw).
250 PRO: 1. Rich Taylor (Hon); 2. Johnny Zahrt (Hon); 3. Tim Telford (Yam).

Liedberg leaps to win at Bonneville MX

By Dale Bohm

SALT LAKE CITY, UT, APR. 2

Newgate Honda's Steve Liedberg dominated both the 125 and 250cc Pro classes with a clean four moto sweep today at Bonneville Raceway. Honda of Salt Lake rider Scott Nielson triumphed over Sig Riddle for the overall Open Pro win.

In the first 125cc Pro moto Liedberg blasted into the lead followed by Justin Jensen, Lance Walker and Nielson. Nielson was on the move and worked his way past Walker on the second lap. While Liedberg held a slim lead over a hard-charging Jensen. Liedberg held on to win, three seconds ahead of Jensen. Nielson was third over Walker.

Liedberg grabbed the holeshot again in moto two and proceeded to put time on Jensen and Nielson. Overall honors went to Liedberg, followed by Jensen and Nielson.

In 250cc Pro action Liedberg grabbed the holeshot and never looked back. Bob Thomas held a slim second over Brad Frampton, Nielson, and Corky Maughan on lap one. Thomas relinquished his position on lap two to a hard-charging Frampton/Nielson freight train. Liedberg took the victory five seconds ahead of Frampton. Nielson,

Sig Riddle and Maughan filled out the top five.

The second moto was again Liedberg's domain as he crushed the competition with a perfect 1-1 sweep. Frampton held on to his second place position over a hard-charging Nielson.

In Open Pro action Mike Starks holeshot the first moto followed by Nielson and Riddle. Nielson quickly displaced Starks, and Riddle also soon moved by Starks. Riddle continued to pressure Nielson right up to the finish but couldn't make a pass. Nielson won followed by Riddle, Mike Deval and Starks.

The second moto was all Nielson as he blasted to the lead and never looked back. Riddle stuffed Starks shortly after the start that also allowed Deval to get by. Deval and Riddle put on a spectacular show as they battled for second, until Deval went down. Starks and Lundgren passed Deval while he was down, but Deval remounted and worked back into third place. Nielson took the win over Riddle and Deval.

Russell romps at Talladega Road Race

By Cindy Bowen

TALLADEGA, AL, APR. 10

Scott Russell dominated the WERA National meet at Talladega Gran Prix Raceway, winning all six classes he entered, including all three Suzuki National Cup races. This was the second consecutive weekend that Russell and his Dunlop/EBC Brakes/Solmax Racing/Bruce Hammer-Team Hammer/Kal-Gard/AGV Helmets-sponsored Suzukis have made a clean sweep of the Suzuki National Cup races, beating Suzuki Cup contenders such as Mike Harth and Jamie James.

The closest race of the day was the B Production Expert go. Harth got the holeshot on his Suzuki GSXR750 and led the field into turn one. Russell moved into second in the singleton sweeper with James right on his rear fender. James outbraked Russell for the pass in turn four to take over second. Russell passed James back in turn eight coming onto the front straight and then James pulled alongside of Russell at the start/finish line in the battle for second.

On the next lap, Russell and James then began closing on leader Harth, but Harth pulled away on the back straight. Russell and James outbraked Harth going into turn four to lessen the gap.

On lap three, Russell moved up on Harth and began breathing down his neck, while the ambulance entered the track to check on George Fox who had crashed in turn one, throwing dirt onto the track.

Russell made his move on Harth on lap five by going to the inside in turn four. Harth, realizing Russell was there, leaned on him, almost forcing him off the track. Russell held his ground, followed Harth around and then passed him on the inside of turn eight to take the lead.

Russell and his Vic Fasola-tuned GSXR750 then began pulling away from Harth and James, increasing his lead. Lap seven saw James hit the dirt thrown on the track in turn one from Fox's crash and James went down hard causing the race to be red flagged. Since over half of the race had been completed, the race was called and the results were taken from the previous lap, giving Russell the win with Harth second and Mike Smith third.

In the C Production race, it was James with the holeshot, followed by Honda Hurricane-mounted Smith

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• 1st HW/SB TEAM SUZUKI
• 3rd O/A HUMAN RACE TEAM

■ *AMA Grand National Mile*
Sacramento, CA *Apr. 16*
• 1st BUBBA SHOBERT/Team Honda
• 2nd SCOTT PARKER/Team Harley
• 4th CHRIS CARR/Team Harley
• 5th TERRY POOVEY/Marioneaux

■ *AATVA GN Cross County/AMA GN Cross Country*
Brownsville, PA *Apr. 16*
• 1st MIKE HOLBERT
• 2nd TOM TOKAY
• 1st 250 A ED LOJAK/Husqvarna
• 1st Open A SCOTT SUMMERS
• 4 O/A TIM SHEPHARD

■ *Suzuki Cup Road Races*
Loudon, NH *Apr. 16-17*
• 1st M/SS DAVE SADOWSKI
• 1st HW/SS DAVE SADOWSKI
• 1st Unltd/SS DAVE SADOWSKI

■ *Hacienda/Duralube Las Vegas 300*
"Best In The Desert" #2 *Apr. 16*
• 1st O/A SMITH - SWEETLAND/Husqvarna
• 1st O/30 LARRY ROESELER/Team Green

■ *Hilltoppers Rosarito Beach GP*
Baja, Mexico *Apr. 10*
• 1st 125 JEFF MARTINEZ

■ *Dave Essex Memorial Endurance RR*
Indianapolis Raceway, IN *Apr. 10*
• 1st HW/SB HUMAN RACE TEAM
-Sprint Race Series-
• 1st C Prod KURT HALL
• 1st C S/B KURT HALL
• *1st B Prod KURT HALL
• 1st B S/B KURT HALL
• *3rd A Prod ANDY FENWICK
* Suzuki National Cup Series

■ *AMA Natl. Championship Hare Scrambles*
Cadiz, KY *Apr. 10*
• 4th ED LOJAK/Husqvarna
• 5th MARK HYDE/Husqvarna

■ *Mickey Thompson Off-Road GP*
Seattle, WA *Apr. 9*
• 1st 4 Whl SEAN FINLEY/Klemm
• 2nd 4 Whl DEREK HAMILTON/Klemm
• 3rd 4 Whl DON TURK/Yamaha

■ *SCORE Great Mojave 250*
Lucerne Valley, CA *Apr. 2-3*
• 1st O/A MORALES-LA PORTE/Team Green
• 1st C21 HUNNICUT-HOWELL/Team Green
• 2nd C21 BAKER-PFEIFFER/Yamaha
• 3rd C21 VANSCOURT-MAPES/Team Green

■ *Invaders Hare & Hound AMA Dist. 37*
Red Mountain, CA *Mar. 27*
• 1st O/A DAN SMITH/Husqvarna
• 2nd O/A PAUL KRAUSE/Team Green
• 2nd 250 GRANT PALENSKE/Team Green

■ *16th Annual Texas MX Series*
Whitney, TX Apr. 3
• 1st 250 Int JACK RICKS/Team Green
• 1st 250 Ex BILLY WHITLEY/Team Cagiva
• 2nd 250 Ex TERRY TINNEY/Team Cagiva

■ *Georgia-Alabama Spring MX Series*
Macon, GA *Mar. 27*
• 1st Sr Mini EZRA LUSK/Team Green
• 1st Sup Mini EZRA LUSK/Team Green
• 1st 125 B TODD NEAL/Team Green
• 1st 250 B TODD NEAL/Team Green

■ *Hangtown Amateur Championship MX*
Sacramento, CA *Mar. 26*
• 1st 125 Int CHRIS NEAL/Team Green
• 1st 250 Ex TALLON VOHLAND/Team Green

■ *AMA Natl. Championship Hare & Hound*
Searchlight, NV *Mar. 20*
• 1st 250 Ex GRANT PALENSKE/Team Green
• 2nd 250 Ex SCOTT MORRIS/Team Cagiva
• 2nd O/Ex DAN SMITH/Husqvarna
• 4th O/A TED HUNNICUT/Team Green
• 9th O/A SCOTT HARDEN/KTM

■ *IDBA Iron Man Nationals*
Birmingham, AL *Mar. 26-27*
• FB Elim: TERRY KIZER-Orient Express
New 1/8 mi. Record 4:48 at 177.17 mph.
• Pro Comp Elim: JIM COOPER-Orient Express
NEW 1/8 mi. Record 4:73 at 147.43 mph.

■ *NHRA GATOR NATIONALS* *Mar. 20*
• PIZZA JOHN MAFARO..Pro Stk R/U
NW 1/4 mi. et. Record 7:982 sec.

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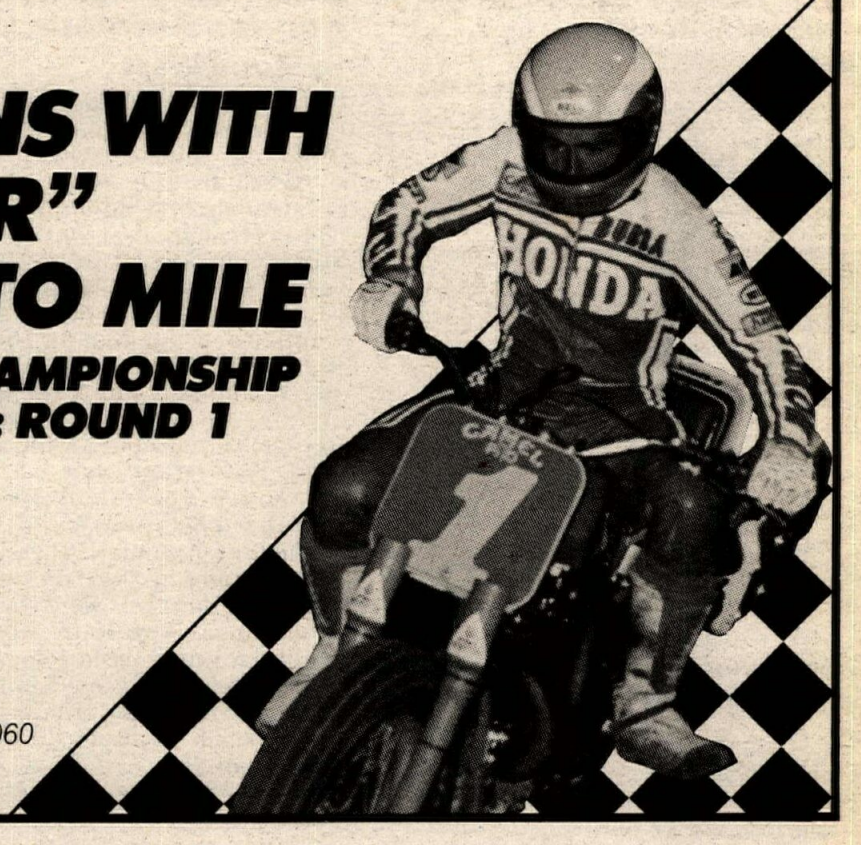

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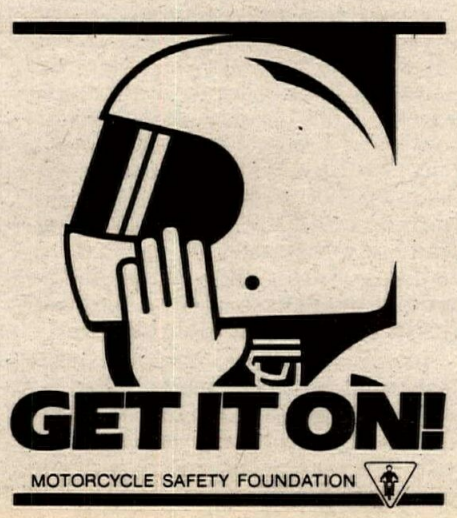

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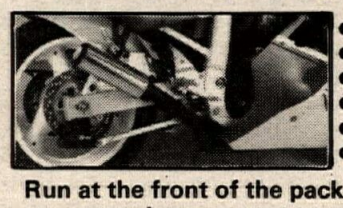

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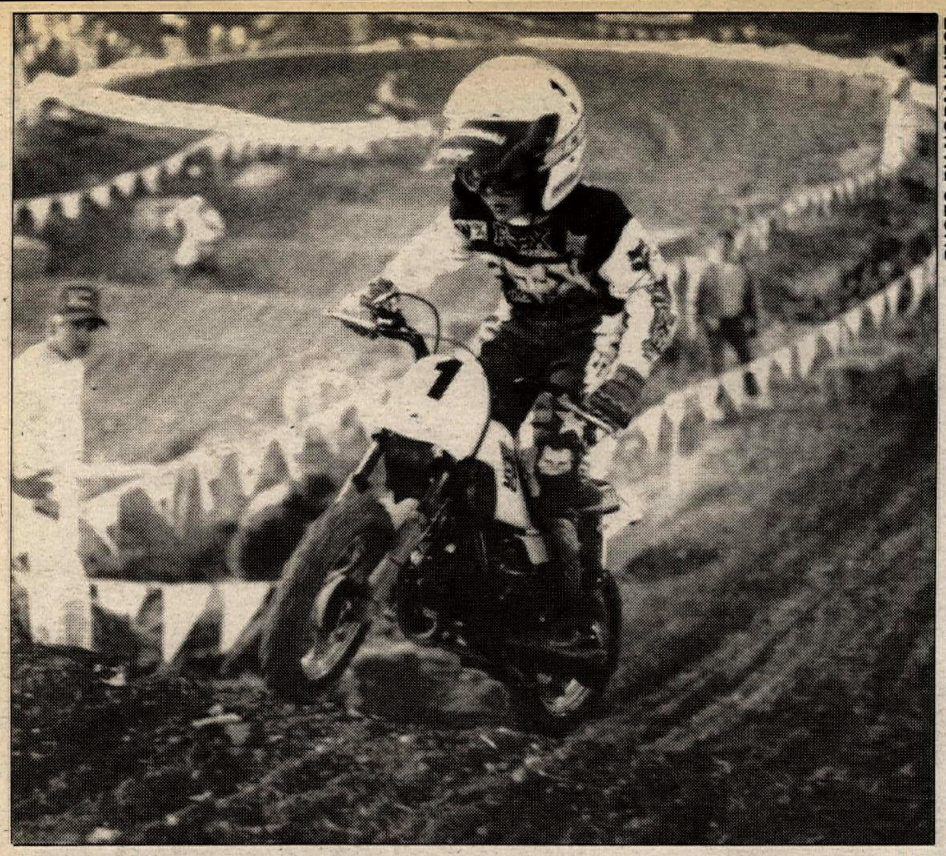

PHOTO BY NORM WEST

Nicolas Wey crests the finish-line jump to win the 50cc Automatic class during intermission at the Pontiac Supercross.

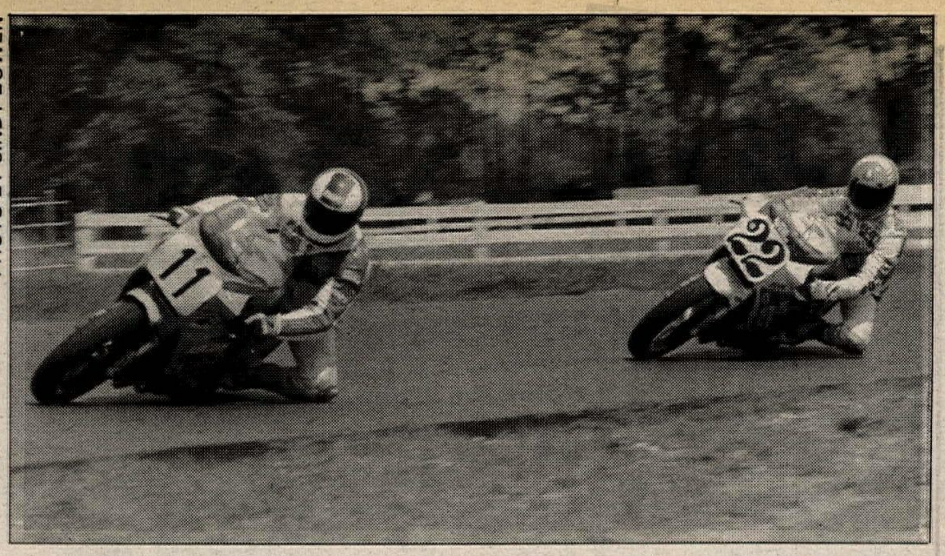

PHOTO BY CINDY BOWEN

Scott Russell (22) sets up Paul Bray (11) for a pass during Formula Open action on his way to winning six races in six attempts at Talladega.

and Suzuki Katana-mounted Russell. Russell passed Smith in the sweeper to take over second and he began closing the gap on James. Russell passed James in turn four to take over the lead.

After three laps Russell had a one-second lead over the three-way battle for third involving James, Harth and Smith.

On lap seven, Smith passed James on the back straight to take over second for good. Russell continued to pull away for the field and won with Smith second and James winning the battle for third over Harth.

The A Production race saw Harth cross the finish line first but he was later disqualfied for running a six-speed gearbox in his GSXR1100, and that made Russell, who had crossed the line behind Harth, the winner.

Russell continued his domination in the Formula Open class. He battled with Paul Bray and Jeff Duckworth but once again took the win by turning consistent "59's" with a 59:47 second lap breaking Doug Polen's counterclockwise track record. (Russell had previously broken the overall track record going clockwise by turning in a 59:27 on the Ronnie Bowen-tuned Solmax Racing Suzuki GSXR1100.)

The Novice superstar of the weekend was recently married Mark Mitchell. Honda Hurricane-mounted Mitchell won the A Production and C Production races and topped that performance with a win in C Superbike.

Results

A PROD EX: 1. Scott Russell (Suz); 2. Paul Bray (Suz); 3. George Fox (Suz).
B PROD EX: 1. Scott Russell (Suz); 2. Mike Harth (Suz); 3. Mike Smith (Suz).
C PROD EX: 1. Scott Russell (Suz); 2. Mike Smith (Hon); 3. Jamie James (Suz).
D PROD EX: 1. Stephen Mathews (Yam); 2. Chuck Huneycutt (Yam); 3. Pat Chandler (Yam).
CLBMN EX: 1. Joe Hutcheson (hon); 2. Michael Grissom (Hon); 3. Jim East (Kaw).
A PROD EX: 1. Mark Mitchell (Hon); 2. Roger Camp (Suz); 3. Donald Sims (Suz).
B PROD NOV: 1. Todd Hoge (Hon); 2. Ron Hite (Suz); 3. Mike Gardner (Hon).
A S/BK EX: 1. Scott Russell (Suz); 2. Paul Bray (Suz); 3. Jeff Duckworth (Yam).
B S/BK EX: 1. Scott Russell (Suz); 2. Jeff Duckworth (Yam); 3. Mike Smith (Suz).
C S/BK EX: 1. Scott Russell (Suz); 2. Mike Smith (Hon); 3. Troy Sorenson (Hon).
D S/BK EX: 1. Mike Smith (Yam); 2. Stephen Mathews (Yam); 3. Chris Spencer (Yam); 3. Robert Willis (Yam).
B S/BK NOV: 1. Bubba Blackwell (Suz); 2. Mark Mitchell (Hon); 3. Todd Hoge (Hon).
C S/BK NOV: 1. Mark Mitchell (Hon); 2. Bubba Blackwell (Hon); 3. Mike Gardner (Hon).
C PROD NOV: 1. Mark Mitchell (Hon); 2. Mike Gardner (Hon); 3. Rene Chamser (Hon).
D PROD NOV: 1. Billy Eisenhacher (Yam); 2. Robert Nutt (Yam); 3. Nick Waycaster (Yam).
CLBMN NOV: 1. William Lentz (Yam); 2. Steve Tipton (Yam); 3. Suzanne Whited (Kaw).
D S/BK NOV: 1. Geoffrey Ireland (Yam); 2. Nick Waycaster (Yam); 3. Robert Nutt (Yam).
F-2 NOV: 1. Geoffrey Ireland (Yam); 2. Billy Eisenhacher (Yam); 3. Nick Waycaster (Yam).
F-3 NOV: 1. Jeffrey Mills (Hon); 2. Suzanne Whited (Kaw).
F-3 EX: 1. Jim East (Kaw); 2. Charlie Simmer (Hon).
VINT 1: 1. Bruce Foster (Hon).
VINT 2: 1. Ted Hubbard (BSA); 2. Jonathan Anderson (Hon); 3. Don Scott (Tri).
VINT 3: 1. Scott Kay (Tri); 2. Ted Hubbard (BSA); 3. David Cornelison (BSA).
VINT 4: 1. Paul Wright; 2. Scott Long.

Beckington blasts Pontiac Amateur SX

By Norm West

PONTIAC, MI, APR. 9-10

After facing muddy and freezing qualifiers, amateur riders who finished in the top 10 at any one of the seven such races throughout Michigan were unleashed on the Pontiac Silverdome Supercross track before, during and after the factory pros battled on the same course.

Amateur action began on Saturday in front of more than 40,000 fans as Jeff Beckington put on a show by clearing the triple jumps with ease to beat Rick Pinney in the 250cc A class. Beckington came back again on Sunday to win the 125cc A class over David Beckington.

The 50cc Automatic class was run during intermission on Saturday night and the riders were cheered on by the fans as they cleared jumps and the bridge just as the factory pros had done earlier. Winner Nicholas Wey was interviewed by race announcer Larry Maiers and told the audience that Kawasaki's Jeff Ward was his favorite rider, which brought Ward out of the pits and to the winner's circle to present and autograph Wey's trophy for winning.

During Sunday's intermission the 80cc (7-11) class took the track and Matt Maximoff showed flawless technique and poise to take the win. When asked by Maiers which he liked best, motorcycles or girls, Maximoff replied, "My motorcycle." Maximoff later took first place in the 60cc class followed by John Kidd.

Jeff Curry continued his winning ways from qualifiers and took the 80cc (12-15) class win over Justin Jarrett.

Eric McLear charged the double and triple jumps to win the 125cc B class over Jeremy Buehl and Chris Pomeroy. McLear also finished second in the 125cc Junior class behind David Beckington.

Taking the Woods 30+ class was Mike McIntosh over Harold Neighbors. Both riders were also winners of qualifying races.

The Senior 40+ class was dominated by David Curry who beat Keith O'Boyle not only at Pontiac but also in the qualifying races.

John Grewe continued his winning form in the Open A class, beating Sam Buchalter and Kevin Jones.

Results

50: 1. Nicholas Wey (Yam); 2. Chris Considine (Yam); 3. Jason Juskae (Yam); 4. Joey Ballenger (Yam); 5. Randy Valade (Yam).
60: 1. Matt Maximoff (Kaw); 2. Craig Cunningham (Kaw); 3. John Kidd (Kaw); 4. Justin Blake (Kaw); 5. Jimmy Wilson (Kaw).
80 (7-11): 1. Matt Maximoff (Kaw); 2. John Kidd (Kaw); 3. Jesse Thumser (Suz); 4. Jeremy Jarrett (Yam); 5. Justin Blake (Kaw).
80 (12-15): 1. Jeff Curry (Yam); 2. Justin Jarrett (Hon); 3. Rob Bulyovsky (Yam); 4. Steven Faber (Hon); 5. Joe Swartz (Kaw).
80: 1. Noel Kitsch (Yam); 2. Jeffrey Adcock (Kaw); 3. Jeremy Bardoner (Kaw); 4. Brandon Riggs (Kaw); 5. Timm Luczak (Kaw).
125 JR: 1. David Beckington (Hon); 2. Eric McLear (Yam); 3. Chad DeHoop (Suz); 4. Bryan Weiler (Kaw); 5. Doug Kramer (Yam).
125 A: 1. Jeff Beckington (Hon); 2. David Beckington (Hon); 3. Matt Crown (Hon); 4. Alan Horne (Yam); 5. Jim Jones (Hon).
125 B: 1. Eric McLear (Yam); 2. Jeremy Buehl (Kaw); 3. Chris Pomeroy (Kaw); 4. Jeff Himanek (Yam); 5. Mike Hogan (Hon).
125 C: 1. Matt Deardorff (Kaw); 2. Chad Cunningham (Hon); 3. Tony Kohner (Yam); 4. Bob Hearett; 5. Scott Bassett (Hon).
250 A: 1. Jeff Beckington (Hon); 2. Rick Pinney (Hon); 3. Steve Bulyovsky (Yam); 4. Bobby Wagner (Yam); 5. Matthew Crown (Yam).
250 B: 1. Chris Pomeroy (Kaw); 2. Robert Filipek (Kaw); 3. Michael Rosczewski (Yam); 4. Kurt Gerlofs (Hon); 5. Randy Emrick (Yam).
250 C: 1. Troy Jech (Hon); 2. Gary Conklin (Hon); 3. Donald Leddy (Yam); 4. Chris Halverson (Hon); 5. Fred McIntrye.
OPEN A: 1. John Grewe (Kaw); 2. Sam Buchalter (Kaw); 3. Kevin Jones (Kaw); 4. Scott Paul (Hus); 5. Greg Martin (Kaw).
OPEN B: 1. Matt Kelley (Yam); 2. Doug Jorissen (Yam); 3. Jeff Chapko (Yam); 4. Charles McConnell (Hon); 5. Bryan Kelly (Yam).
OPEN C: 1. Andy Klement (Yam); 2. Mike Hoffman (Hon); 3. Ron Pennell (Hon); 4. Dan Bass (Yam); 5. Brent Goetz (KTM).
+25: 1. Bobby Wagner (Yam); 2. Karl Withrow (Yam); 3. Mark Moreland (Yam); 4. George Fanelle (Hon); 5. Greg Smith (Hon).
WDS +30: 1. Mike MacIntosh (Yam); 2. Harold Neighbors (Yam); 3. Dave Bowman (Hon); 4. Kim Lefever (Yam); 5. Paul Rose (Hon).
SR 40+: 1. David Curry (Yam); 2. Keith O'Boyle (Yam); 3. Dave Carlson (Hon); 4. Larry Bass (Yam); 5. Richard Shank (Yam).

Silvarole masters Montrose Motocross

By Dot and Hurley Short

RAEFORD, NC, APR. 17

Kawasaki rider Billy Silvarole piloted his KX125 to the overall victory in the 125cc Amateur class at Montrose MX, with a flawless 1-1 score. Second place went to Chad Lough, who was followed by Eddie Addair and Kevin Austin.

In the first moto, Honda rider Joe Motoe stole the holeshot but crashed before reaching the first jump, handing the lead over to Austin. Silvarole settled into second, followed by Craig Johnson.

Silvarole quickly found his way into the lead with Austin dropping back to second place, while Craig Barbour slipped into third and Lough into fourth. Lough soon made a move on Barbour and advanced to third. Lough kept the pressure on Austin, but they finished with Silvarole in the lead, followed by Austin, Lough and Barbour.

In round two, Silvarole took the holeshot and settled into a commanding lead, which he would hold down until the checkered flag waved. Lough finished up second followed by Addair and Kevin Bowles.

Jay Roberts blasted into the lead at the start of the first 250cc Amateur moto ahead of Jimmy Johnson, Jeff Shuler and Addair. Johnson pushed past Roberts for the lead less than halfway into the first lap. Shuler pulled up to second and turned up the burner to keep the heat on and jumped into first. Lough, moved into third and quickly went to first where he finished with Shuler, Austin and Bowles close behind.

Shuler nailed the holeshot in the second moto ahead of Jimmy Johnson, Addair and Austin. Lough made his move on Shuleron the final lap, and Shuler had to settle for second. Overall winner of the day went to Lough, followed by Shuler, Johnson and Bowles.

Results

P/W: 1. Jeffrey Donaldson (Kaw); 2. Brent Lough (Kaw); 3. Kevin Bean (Kaw); 4. Andy McLamb (Kaw).
SR MINI: 1. Patrick Slate (Yam); 2. Zya Braun (Kaw); 3. Wes Came (Hon); 4. Chris Sellers (Kaw).
SUP MINI: 1. Zya Braun (Kaw); 2. Chris Sellers (Kaw); 3. Danny Rich (Hon); 4. Brad Boyd (Yam).
125 NOV: 1. Tommy Linville (Hon); 2. John Hainline (Kaw); 3. Stevie Gilley (Yam); 4. Kent Rogerson (Cag).
125 AM: 1. Billy Silvarole (Kaw); 2. Chad Lough (Suz); 3. Eddie Addair (Yam); 4. Kevin Austin (Suz).
SR MEN: 1. Evans Bryant (Hon); 2. Denny Stephens (Kaw); 3. Erv Braun (Kaw); 4. Stuart English (Hon).
250 NOV: 1. Kent Rogerson (Cag); 2. John Roberts (Yam); 3. Clint Tyndall (Suz); 4. Howard Music (Yam).
250 AM: 1. Chad Lough; 2. Jeff Shuler (Kaw); 3. Jimmy Johnson (Hon); 4. Kevin Bowles (Hon).
OPEN AM: 1. Kevin Austin (Hon); 2. Steve Starnes (Kaw); 3. Craig Collie (Hon); 4. Craig Walters (Hon).
PRO: 1. Mike Andrews (Suz); 2. Lanie Euibank; 3. Philip Sheets (Hon); 4. Mike Pierce (Yam).

Brown best at Cheyenne MX

By Larry Johnson

CHEYENNE, WY, APR. 3

Derek Brown became the fourth different winner this season in the 250cc Pro class at Cheyenne.

Stacey Cook led Brown to the first turn of moto one, but Brown took the lead six turns later. For the next 10 laps they ran a bike length apart, well ahead of Dave Newell and Kip Sandell. Newell had gated sixth and Sandell ninth, and by the time they had worked to third and fourth, the Brown-Cook duel was out of reach. On the last lap, Cook crashed and Brown was finally able to relax and win comfortably ahead of Cook, who remounted just ahead of Newell and Sandell.

"When DIRT RIDER arrives every month there's a fight between me and my sons to see who gets it first."

—Bill Alsup

Name: Bill Alsup

Occupation: Owner, Lift Services, Alsup Racing Engines, Woodstock, VT; retired Indy car driver

Company descriptions: "Lift Services manufactures and maintains ski lifts. The engine business grew from my racing endeavors. We had a substantial engine shop to support my own Indy car racing, and when I retired we pursued the late model sportsman and stock car racing engine markets. Our customers have had considerable success, and it's grown to the point where we're one of the better known engine builders in the Northeast."

Riding history: "I went to high school in Hollywood, where I rode dirt bikes and was caught up in the hot rod scene. I started racing scrambles in 1961 when I moved to Vermont. I became an Expert and raced in New England until 1969. It was the early days when Edison Dye was first promoting motocross as we know it today. I was one of the stockholders and directors of Intersport, the organization that brought over some of the European riders like Dave Bickers and Joel Robert to put on demonstration rides."

Car racing background: "In 1969 I was 31 and felt I was too old to be competitive in MX. I was going to try motorcycle road racing when a friend talked me into driving a Formula Ford. I raced several years with a fair amount of success, going to England with the Canadian team for the World Championships and to Atlanta for

the SCCA Nationals. In 1974, I turned pro and ran the Volkswagen of America Super Vee series until 1978, when I won both the SCCA road racing championship and the USAC oval series. I was 41 in 1979 and decided that if I was ever going to do the big time, it was high time. I bought an old beat-up Indy car from Dan Gurney, along with a truck and a bunch of Offenhauser engines. That was the year that CART and the USAC split, and I threw my hat in the CART ring. I raced for Roger Penske on the Penske team in 1981, with Rick Mears and Bobby Unser as teammates. That was a great year for Penske: Rick won the National Championship, I was second, and Bobby won Indy. I retired at the end of the '84 season."

Track record: 1978—SCCA & USAC Super Vee Champion (only driver to win both in a single year); 1979—CART "Rookie of the Year"; 1980—CART "Most Improved Driver", finished 7th in point standings; 1981— qualified 7th for Indy 500, finished 11th, had eight top 10 finishes in 11 starts to finish second in CART/PPG Cup point standings, named CART's first "Goodwill Ambassador"; 1982—"American Red Ball/Eddie Wachs" Award; 1983—1985—elected to CART board of directors

Riding preference: "I really enjoy fast desert riding and love to ride in California and Baja. My older son Nipper and I rode from Ensenada to LaPaz and back when he was 13. I want to ride Baja with both boys before I'm too old, so when A.J. is 13 next year, we'll do it again. We do a lot of woods and fire road riding here in Vermont, and once a year I enter a ceremonial veterans' motocross to give the kids a laugh. Both boys are very serious about motocross. Nipper was state champion in the 250 Amateur class last year and will be an Expert this year."

Bikes currently owned: Honda XR600; KTM 500 MX; 1968 Bultaco Pursang; 1968 Mick Andrews replica Ossa trials

Magazine: "When DIRT RIDER arrives every month there's a fight between me and my sons to see who gets it first. I think it's terrific in its scope, and I pick up at least one new tip or trick from every issue. Photography is one of my long-time hobbies and, frankly, the photography in DIRT RIDER is absolutely first rate. Visually, the magazine looks great, and the editorial content is representative of what motorcycling should be."

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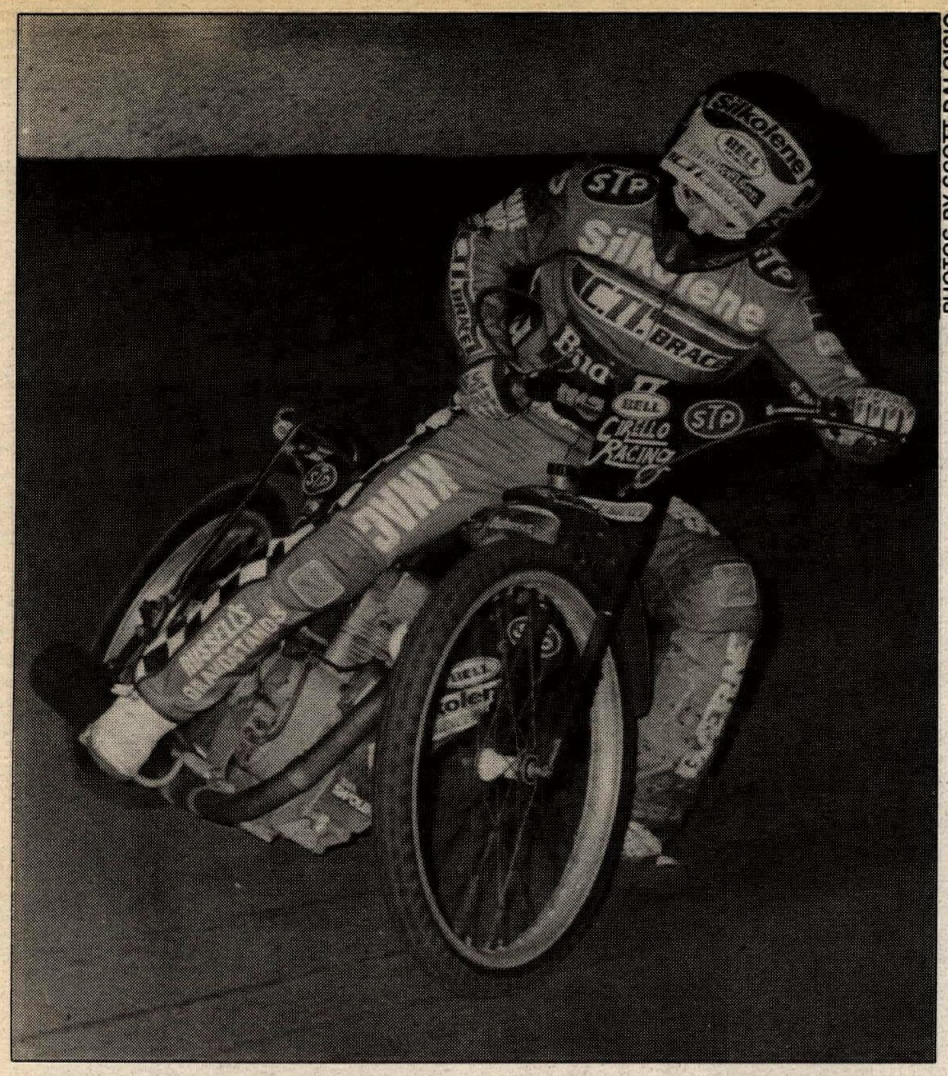


PHOTOS BY SCOTT DALOISIO

Bobby Schwartz won the Scratch main at Costa Mesa, his first at that track this year, after holding off charges from Steve Lucero.

Cook again led Brown to the top of the hill to start moto two, but Bill Perriton passed both directly after. Brown took the lead on lap two then received a huge break when Perriton crashed on a slick off-camber, taking Cook down with him. Brown now had a big lead over Jim Mitchell and Newell. Within six laps, Cook had regained second and slowly reeled in Brown, but Brown held on for the win and overall.

Cook led all of the first 125cc Pro moto, while Gil Murray and Sandell fought over second. Sandell gave the spot to Murray for good when he bailed with two laps remaining, but did remount to finish third.

Keith Campbell led the first half of round two, then Sandell took over and rode to victory and the overall. Cook gated seventh and in an attempt to make up ground quickly crashed hard on lap two. It took a few moments for him to sort things out, but once done he charged hard to come from last to sixth. Murray finished third behind Campbell to earn second overall.

The best lap of the day occurred on the last circuit of the Senior Expert's second moto. Dave Wollaston won the first moto ahead of Ed Perriton and Vic Barlish. Wollaston was leading Barlish to start the last lap of moto two, then Barlish went by a turn later. Wollaston retaliated a bit later, but Barlish cut back underneath. But Wollaston outjumped Barlish before the last turn to take his second win of the day.

Results

60 NOV: 1. Nate Lebsack (Kaw); 2. Brett Rodman (Kaw).
60 AM: 1. Joey Kendall (Kaw).
80 NOV: 1. jason Rush (KawO; 2. Quixote Lara (Hon); 3. Dan Wienrank (Hon).
80 AM: 1. Des Piihl (Kaw); 2. Lee Swink (Kaw); 3. Alex Neir (Kaw).
80 EX: 1. Andy Atkins (Kaw).
125 NOV: 1. Cory Fuesz (Kaw); 2. Scott Miller (Hon); 3. Mark Bennett (Kaw).
125 AM: 1. Jeremy Middaugh (Kaw); 2. George Ashby (Hon); 3. Jeff Nolan (Yam).
125 PRO: 1. Kip Sandell (Yam); 2. Gil Murray (Kaw); 3. Keith Campbell (Yam).
250 NOV: 1. Marty Hostetter (Yam); 2. Stacy Rogers (Hon); 3. Paul Obert (Yam).
250 AM: 1. Mike Solis (Yam); 2. Mike Hainey (Hon); 3. Kirk Adcock (Yam).
250 PRO: 1. Derek Brown (Kaw); 2. Stacey Cook (Hon); 3. Dave Newell (Kaw).
OPEN NOV: 1. Blaine Schubarth (Hon); 2. Mike Brightly (Hon); 3. Frank Rogers (Yam).
OPEN PRO: 1. Dave Newell (Kaw ; 2. Bob Hanrahan (Kaw).
VET NOV: 1. Tom Wiltse (Yam); 2. Grant Stumbough (Kaw); 3. John Davis (Hon).
VET AM: 1. Phil Antonuk (Kaw); 2. Kent Bratberg (Yam); 3. Bob Winter (Yam).
VET EX: 1. Shawn Smith (Hon); 2. Kirk Medina (Hon); 3. Bruce Field (Hon).
SR NOV: 1. Harry Harju (Hon); 2.Jim Fulcher (Yam).
SR AM: 1. Tom Hamm (Suz); 2. Jim Roberts (Hon).
SR EX: 1. Dave Wollaston (ATK); 2. Vic Barlish (Yam); 3. Terry Frydendall (Yam).
WMN: 1. Tracy Frydendall (Yam).

Oxley on top at Speedway USA

By Scott Daloisio

VICTORVILLE, CA, APR. 10

Brad Oxley, the defending National Speedway Champion, notched his initial win of the year when he defeated longtime veteran Billy Gray to win the Scratch main at Speedway USA's season opener Sunday afternoon.

Even though the temperature was hovering around the 100° mark, Oxley had an enjoyable drive from his San Clemente home to the Victorville track. Once there, he had an enjoyable ride on his potent Weslake. The real story in the Scratch main was Gray. The wily veteran, who had never qualified for a Scratch main in Speedway USA's history, gave the National champ all he could handle. Phil Collins, the winner of the season opening Scratch mains at Costa Mesa and Ascot, had his PPT on the pole for the main with Gray out of two, Oxley in three and young Gary Hicks in four.

Hicks was rolling backwards as the tapes were released and that quickly took him out of contention. Collins was out first but Oxley swept inside of him as they came off turn two on the opening lap. Gray then pushed Collins back to third with an inside move as they came off turn four near the end of the first circuit.

The crowd cheered when sentimental favorite Gray went by Collins but when he closed in on leader Oxley, the crowd stood up and roared. Gray pulled directly up to Oxley's rear tire as they came off turn two on the second lap.

Gray stayed glued to Oxley's back tire until they exited the final turn on the last lap. There, he went wide and tried to go around the lanky National Champion. The fans went wild but there wasn't enough drive on the outside for Gray to get the job done and he had to settle for second behind the champ.

Results

SCRATCH: 1. Brad Oxley (Wes); 2. Billy Gray (GM): 3. Phil Pratt (PPT).
HDCP: 1. Greg Hancock (Wes); 2. Dubb Ferrell (Wes); 3. Andy Northrup (Wes).
D-2: 1. Steve Russell (Wes); 2. Kelcey Gordon (Jaw); 3. Randall Dance (Jaw).
D-3: 1. Bobby Stillwell (Wes); 2. Brian Papparlardo (Wes); 3. Greg Molina (Jaw).
MATCH RACE: 1. Brad Oxley (Wes); 2. Phil Collins (PPT).
MATCH RACE: 1. Bobby Schwartz (Wes); 2. Scotty Brown (Wes).

Benedict wins D-4 Trials opener

By George Brinkwart

LOCKE, NY, APR. 10

Expert rider Carl Benedit did a repeat performance of last year's D-4 Trials opener by again winning the first event today in Locke. Benedict's smooth style of riding kept both rider and bike upright on the slimy course. His best ride was in section five where riders had to negotiate a three-foot log ledge covered by running water. Further up the creek there was a series of rock ledges where riders had to make a sharp right-hand turn and blast up the creek bank. Two small poles, about one bike length apart, lay across the side hill and stopped most riders. Those who survived that trap went on to scramble up a steep hill to find the exit markers. Benedict dropped only three points here all day, giving him a 55 point total for the day.

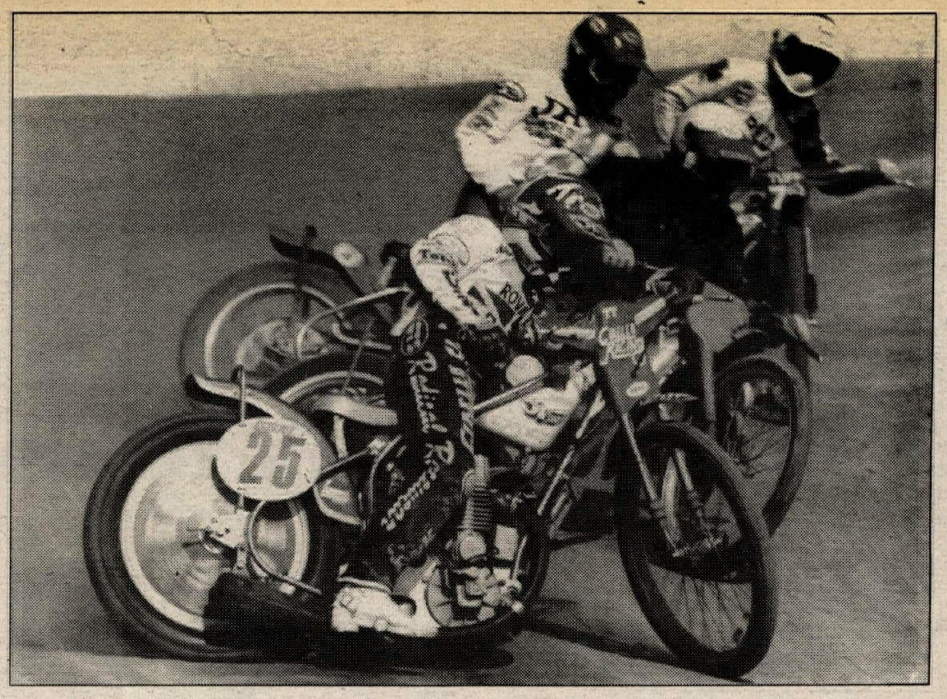
Those riders with a smooth touch definitely had an advantage. Jody Bliss was no exception as he won the Advanced class with 69 points.

Intermediate Charlie Camin seemed to be pleased with his new mount, winning that class with 41 points, while LaVern Bowen won the Senior A class and Ron Bors had his Fantic dialed in for his win in the Senior B class.

Novice rider Jason Kusnecki won his class with only 28 points for the day. Kusneski was able to ace section four with some very consistent riding.

Results

EX: 1. Carl Benedict (Yam); 2. Bryan Benjamin (Yam); 3. Greg Bolt (Hon); 4. Joe Justick (Bet); 5. Chris Arnold (Yam).
ADV: 1. Jody Bliss (Yam); 2. Raymond Peters (Yam); 3. George Brinkwart (Bet); 4. Jason Mankey (Bet); 5. Dave Reed (Yam).
INT: 1. Charlie Camin (Mon); 2. Marty Terpstra (Bet); 3. Tony Cordi (Mon); 4. Fred Wood (Yam); 5. Mike Koval (Bet).
SR A: 1. LaVern Bowen (Yam); 2. Wayne Larson (Yam); 3. R. Slater; 4. Richard Clark (Bet).
NOV: 1. Jason Kuzneski (Mon); 2. Frank Maynard (Bul); 3. Karl Heise (Yam); 4. Voss Fernandes (Yam); 5. Mike Drum (Mon).
SR B: 1. Ron Bors (Fan); 2. Gary Barnes (C-A); 3. Bob Kuzneski (Mon); 4. John Knapp (Yam); 5. Lee Porter (Yam).
ROOKY: 1. Joe Bird; 2. Sam Bryant (Mon).



Phil Collins, shown here leading the pack during Speedway USA action, took the Scratch main victory at Ascot South Bay Stadium.

Collins collects Ascot Spdwy victory

By Scott Daloisio

GARDENA, CA, APR. 7

During intermission at Chris Agajanian's Ascot South Bay Stadium season opener on Thursday night, Phil Collins shook his head and said, "I don't feel right. I just don't feel good." That sounded like a good omen for his competition but less than one hour later, Collins raced away for the win in the Scratch main event.

Collins was fresh off a strong win at the Costa Mesa season opener less than a week earlier. The only flaw in his performance came in his Scratch semi. He had a sizable lead over Bobby Schwartz and Alan Christian when they came out of the turn for the final time. Collins parked and his English built PPT 500 did everything but stall. He managed to get the machine back under power just before Schwartz and Christian shot by.

Joining Collins on the main event grid were Steve Lucero, Bobby Ott and Schwartz. Schwartz was never around for the start of the four lapper. He rolled into the tapes and one of them made contact with the hot header pipe on his machine and melted through. That earned him an early trip back to the pits.

Ott, who was gating better than any rider all night long, jumped into the lead at the outset but he did a wheelie off the turn and headed straight for the crash wall. By the time he recovered, Collins had blazed a path by on the inside line and was gone.

Ott's problems mounted when he went down in the next bend and let Lucero by. Collins had a big advantage and Lucero would have had to pull off a miracle to catch him in the remaining three circuits. Being that miracles are hard to come by these days, all he was able to do was put a small dent in the personable rider's advantage.

Results

SCRATCH: 1. Phil Collins (PPT); 2. Steve Lucero (Gdn); 3. Bobby Ott (Gdn).

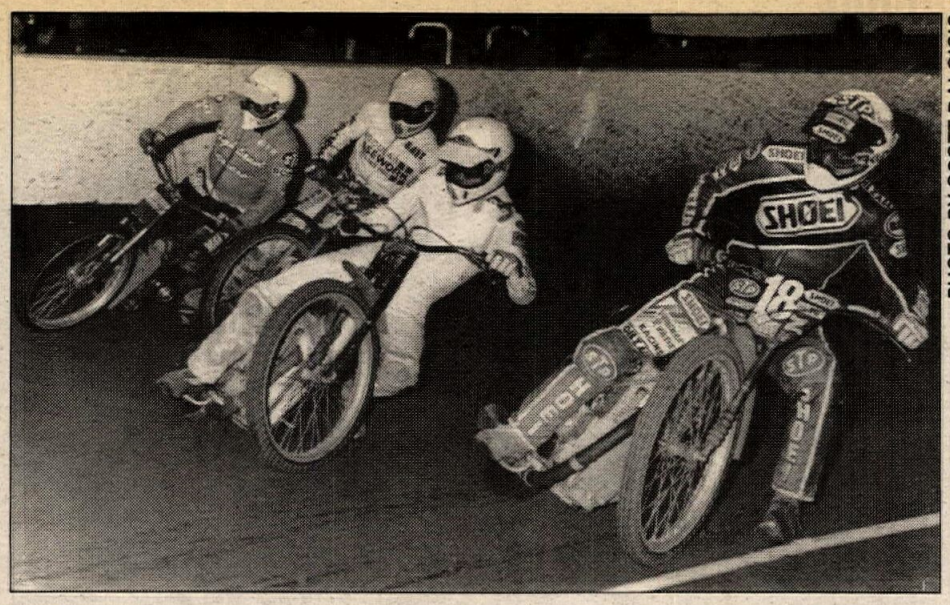


PHOTO BY SCOTT DALOISIO

Steve Lucero goes to the inside of Bobby Ott, Gary Hicks and Keith Larsen during opening-night action at Ascot.

HDCP: 1. Kevin Krugh (Jaw); 2. Walt Farnum (Jaw); 3. Bobby Schwartz (Wes).
D-2: 1. Craig Furman (Wes); 2. Steve Russell (Wes); 3. Kelly Inman (Wes).
D-3: 1. Kevin Jordan (Jaw); 2. Tony Gomez (Jaw); 3. Brian Pappalardo (Wes).

Schwartz tops Costa Mesa Speedway

By Scott Daloisio

COSTA MESA, CA, APR. 6

It was a big night for a certain Costa Mesa street at the Orange County Fairgrounds on Friday night. Bobby Schwartz, who lives less than two miles from the beach side oval, defeated Phil Collins to win the Scratch main event. Less than five minutes later, Greg Hancock, who lives across the street from Schwartz, won his first ever Costa Mesa Handicap main.

By the time the riders came onto the track for the Handicap main, most of the smashing and bashing had subsided. That is, it subsided until the big paycheck for the main was up for grabs. The original attempt to run the event lasted less than two circuits before Brad Oxley and Kevin Krugh tangled. The event was restarted but it failed to get far. Billy Gray hit the dirt in turn three and for the second time in as many starts, Gary Hicks was forced to lay it down for red flag number two.

Hancock started on the 20 for the second restart and he led the seven remaining circuits. Jim Sisemore started outside Hancock and chased him all the way. Hancock had a small gap but it disappeared on lap five. Sisemore went after him and tried the inside. Hancock fended off Sisemore's advances for two laps before moving out at the white flag. Hancock crossed the line two lengths ahead of Sisemore with Oxley third.

Schwartz, who dominated the 1987 season, was back on form Friday evening and he won two of his three Scratch rides including the main event. Phil Collins, off the pole on the PPT 500, and Schwartz, out of three, sandwiched Bobby Ott in the first turn and went at it for the lead. As they emerged from turn two, Schwartz poked the front tire of his Weslake into the point position.

Schwartz quickly widened his advantage while Lucero found his way to second. Collins hooked up off turn two on the second circuit and did a spectacular full throttle wheelie the length of the back chute.

Lucero was within striking distance of Schwartz but time was running out. On the last lap Schwartz was finally able to pull away and he won his first Costa Mesa main of the year by seven lengths. Third spot went to Collins with Ott getting the wrap up.

Results

SCRATCH: 1. Bobby Schwartz (Wes); 2. Steve Lucero (Gdn); 3. Phil Collins (PPT).
HDCP: 1. Greg Hancock (Wes); 2. Jim Sisemore (Wes); 3.. Brad Oxley (Wes).
D-2: 1. Kelcey Gordon (Jaw); 2. George Armas (Wes); 3. Randy Beddow (Wes).
D-3: 1. Louie Trotechaud (Jaw); 2. Greg Molina (Jaw); 3. Karl Sellenthin (Wess).
MATCH RAC: 1. Phil Collins (PPT); 2. Brad Oxley (Wes).

Turner scores twice at Ascot MX opener

By David Procida

GARDENA, CA, APR. 8

Ron Turner added to his collection of overall wins at Ascot Park by taking the 250cc and Vet Pro classes at the Continental Motosport Club's Ascot Park motocross season opener this evening.

In the 250cc Pro class John Posca holeshot moto one with Mike Hooker and Bob Kline right behind him. Kline was on the gas and flew by Posca over the double and into the lead with Turner going into third. On lap three Kline got squirrely, allowing Posca to slip back into the lead with Turner now pressuring Kline. The three stayed tight for the next two laps before Kline stuffed Posca, taking the lead back. Turner was on Posca's rear fender and powered by into second. The moto came to an end with Kline taking the win and Turner second being chased to the checkers by Posca.

Kline was first into the hairpin moto two with Turner and Posca in tow. Turner quickly shot by Kline and into the lead as Posca also went by on the same lap. Turner pulled away and scored the win and overall victory with Posca edging out Kline for second overall. Posca's 3-2 gave him third overall.

In 125cc Pro action, Brett Cahors put his Kawasaki into the lead and stayed there in both motos for the top cash.

Mike Hooker holeshot the 500cc Pro class in moto one with Tom Webb and Posca in tow. A tangle between Hooker and Posca allowed Craig Hofmeister to go into the lead with Webb now in second. Hofmeister took the checkered flag first on the next lap and Hooker edged out Webb at the finish for second.

In moto two Hooker roosted the pack exiting the hairpin. Hofmeister quickly pulled up and passed Hooker and held on to the lead to the checkers, taking the win and the overall victory with Hooker playing bridesmaid. Posca's 4-3 moto scores were good enough to take home third overall honors.

In the 125cc Intermediate class Shane Trittler had to overtake a hard charging Dan Barnett, who grabbed the holeshot in moto one and led

PHOTO BY DAVID PROCIDA

Todd Martin flew to fourth overall in 250cc Beginner Division One action during opening-night motocross action at Ascot Park.

Honda mounted David Dye, Dan Bush, Trittler and Bubba Erickson around on the opening laps. At midmoto, Bush dropped back and Dye inherited second ahead of Trittler. Trittler threaded his way up through the ranks to challenge Barnett on the last lap and went on to win by a bike length with Dye taking third.

In moto two Bubba Erickson was the first rider to reach the first corner, but Barnett slipped inside and was the first rider to exit. Barnett once again led a tightly bunched pack of riders for most of the moto before Trittler came up to take the lead away. Trittler finished up the moto out in front and took the overall.

In 250cc Intermediate action David Bendetti jumped out to an early lead with Tod Sciacaua staying close behind. The pair pulled away from Perrin Perez and stayed that way throughout the race.

When the gate fell for moto two, Perez got his turn to lead with Benedetti and Ed Vitelli following. On lap four, Benedetti found a line around Perez and went in for the win and the overall victory. Perez's 3-2 edged out Sciacaua's 2-3 for second overall.

Results

125 PRO: 1. Brett Cahors (Kaw); 2. Levin Noble (Hon).
250 PRO: 1. Ron Turner (Yam); 2. Bob Kline (Hon); 3. John Posca (Kaw).
500 PRO: 1. Craig Hofmeister (Hon); 2. Mike Hooker (Hon); 3. John Posca (Kaw).
125 INT: 1. Shane Trittler (Yam); 2. Dan Barnett (Suz); 3. David Dye (Hon).
250 INT: 1. David Benedetti (Suz); 2. Perrin Perez (Hon); 3. Tod Sciacaua (Hon).
500 INT: 1. Greg Smith (Hon).
125 JR D-1: 1. Chris Ridgway (Kaw); 2. Danny Fonteyn (Hon); 3. Anthony Rose (Hon).
125 JR D-2: 1. Nick Morgan (Yam); 2. Marc Bunch (Hon); 3. Marc Laidler (Kaw).
250 250 JR D-1: 1. Keven Lopa (Hon); 2. Chris Ridgway (Hon); 3. Gary Wagner (Yam).
250 JR D-2: 1. Pete Rickertson (Yam); 2. John Stroup (Hon); 3. Jim Carley (Kaw).
500 JR: 1. Brian Anderson (Yam); 2. Pete Loncarevich (Hon); 3. Ron Gilbert (Hon).
125 BEG D-1: 1. Craig Merliss (Kaw); 2. Greg DeBinder (KTM); 3. Jim Rice (Yam).
125 BEG D-2: 1. Jim Foster (Hon); 2. Tom Boughton (Hon); 3. Mark Vandewalle (Hon).
125 BEG D-3: 1. Richie Sherman (Hon); 2. Skip Early (Hon); 3. Rodney Osman (Kaw).
250 BEG D-1: 1. Komy Ratliff (Hon); 2. Craig Wilkenson (Hon); 3. Tim Williams (Kaw).
125 BEG D-2: 1. Richie Sherman (Hon); 2. Robert Kong (Yam); 3. Bryan Tenberge (Kaw).
500 BEG: 1. Ron Scanan (Hon); 2. Frank Horton (Hon); 3. Lou Gonzales (Hon).
VET PRO: 1. Ron Turner (Yam); 2. Ross Maeda (Suz); 3. Art Olivier (ATK).
VET INT: 1. Kelly Myers (Hon); 2. Bob Bland (Hon); 3. Rudy Chavez (Hon).
VET JR: 1. Brian Anderson (Yam); 2. Joe Norkin (Yam); 3. Tim Williams (Kaw).
60: 1. Jason Shirey (Kaw); 2. Reginald Mitchell (Kaw); 3. Shawn Igercic (Yam).
MINI BEG D-1: 1. Johnny Kallios (Suz); 2. Pat Munchan (Kaw); 3. Brian Koesterer (Kaw).
MINI BEG D-2: 1. Armando Overland (Kaw); 2. Keno Deary (Kaw); 3. Macinao Whitlock (Kaw).
80 JR: 1. David Rasmossen (Suz).
80 OPEN: 1. Paul Ito (Yam).
ADULT MINI: 1. Brian Nall (Suz); 2. Chris Overland (Kaw).

Johnson shines at Wapella MX

By Bill Holt

WAPELLA, IL, APR. 10

Jay Johnson rode through eight motos in two days of racing and won seven of the eight to stand alone as the star of the Bloomington-Normal M.C.'s back-to-back weekend motocross at Wapella. Johnson scored the overall victories both days in the 250cc A and Senior classes.

Johnson's only loss came at the hands of Bill Bowman in the first 250cc A moto on Saturday. Bowman looked unbeatable in the first moto but in the second he slammed the bars into his chest in the rockers and couldn't maintain the pace after that and watched Johnson pull away.

Johnson continued his classy performance on Saturday acing both motos for the overall in the Senior class over Gray Gabbert and Paul Hofreiter.

On Sunday Johnson had found the groove and aced both motos of the 250cc A class to take the overall over Bowman and David Brill, who was on his way to taking back-to-back moto wins in the 125cc A class that had been combined with the 250 A for the day. Brill put on a spectacular show chasing Johnson in the second moto but couldn't catch him. Bowman took second overall for the Sunday 250cc A and Darren Hill grabbed the second spot in the 125cc A on Sunday. Saturday it was also Bowman in second in the 250cc A class and Chuck Whitesell took second in the 125cc A class after a first-moto win and a blown motor on the last turn of the final lap forced him to hustle the bike over the finish jump by pushing it.

Johnson was king of the hill both days in the Senior class, besting Gabbert both days for the overall. Johnson gave 110% in the 250cc A class and then moved right to the line for the Senior class motos and kept up the torrid pace to hold off Gabbert in both motos. Gabbert may have lost four times to Johnson, but he aced all four 125cc B motos over the hard charging Tony Parkhill, who was close on both days taking the second overalls.

The Open class provided some of

PHOTO BY KATHY HERNDON

Dave Bronson piloted his Honda XR to a top 10 finish in the Four-Stroke C class at SCEC's Hobo Enduro in Lucerne Valley, California.

the best racing that was to be seen either day. In both motos on Saturday Todd Williamson started at the back of the pack then moved steadily through the crowd to take both motos over John Kulton and Bill Clark. On Sunday Williamson got his usual slow start and couldn't catch Kevin Papaeko in the first moto, but got a better start in the second moto and got by Papaeko for the win and the overall.

Chuck Whitesell styled his way to runaway wins in both Senior Mini motos over Russell LeCompte and Mike Zont. Whitesell was on his way to doing the same thing in the 125cc A class until the last turn of the first moto when the motor went south.

Results

SATURDAY

60: 1. Nick Spierowski; 2. Eric Florschetz; 3. Brandon Roberts.

80 JR: 1. Brandon Downard.

80 SR: 1. Chuck Whitesell; 2. Russell LeCompte; 3. Mike Zont.

125 A: 1. David Brill; 2. Chuck Whitesell; 3. Eric Lewis.

125 B: 1. Gray Gabbert; 2. Tony Parkhill; 3. Brad Turner.

125 C: 1. Fred Glueck; 2. Mike Lomax; 3. Greg Melka.

250 A: 1. Jay Johnson; 2. Bill Bowman; 3. Steve Niles.

250 B: 1. Mike DeFrancisco; 2. James Waggenblast; 3. Eric Gowen.

500 C: 1. Lance Lotz; 2. Brad Gehlbalh; 3. Jerry Nicholson.

OPEN: 1. Todd Williamson; 2. Jon Kulton; 3. Bill Clark.

SR: 1. Jay Johnson; 2. Gray Gabbert; 3. Paul Hofreiter.

VINT: 1. Jim Dillow; 2. Jeff Rockford; 3. Frank Spierowski.

SUNDAY

60: 1. Nick Spierowski; 2. Eric Florschuetz; 3. Brandon Roberts.

80 JR: 1. Benny Varnes; 2. Brad Eastin; 3. Jerry Adkins.

80 SR: 1. Mike Zont; 2. Mike Hollaway; 3. Clint Leasch.

125 A: 1. David Brill; 2. Darrin Hill.

125 B: 1. Gray Gabbert; 2. Tony Parkhill; 3. William Aitken.

125 C: 1. Greg Melka; 2. Jeff Sanger; 3. Gary Buenker.

250 A: 1. Jay Johnson; 2. Bill Bowman.

250 B: 1. Bob Milkovich; 2. Brian Cook; 3. Jim Trost.

250 C: 1. Jeff Crow; 2. Paul Patterson; 3. Lance Lotz.

OPEN: 1. Todd Williamson; 2. Kevin Papaeko; 3. Darren Morgan.

SR: 1. Jay Johnson; 2. Gray Gabbert; 3. Cameron Cumpston.

S/SR: 1. Loren Cook; 2. Ron Livingston; 3. Kevin Hollaway.

VINT: 1. Randy Trowbridge; 2. Frank Spierowski; 3. Jim Dillow.

Williams wins Hobo Enduro

By Bill Herndon

RED MOUNTAIN, CA, APR. 10

Expect the unexpected could've been the watchword of the Southern California Enduro Association's Hobo Enduro. After having to throw out the last field check (number nine), changing loop one's check three to an observation check, and rearrowing a key right-hand turn in the last 5.4-mile long special, Tehachapi's Steve "Woodcutter" Williams thoroughly dusted all competition with the only one point drop of the day. Taking the overall win at 1.66, as well as the Open AA class on his Yamaha YZ490, Williams led last month's winner Jason Ingersoll, who recorded a 2.115 drop for the 250cc AA win on his CR250 Honda. District 37's 250cc AA rider Mark Cook took third overall and first 250cc AA Vet at 2.132. Mark Glasmeier decided last month's 35th overall wasn't good enough, and danced his big YZ490 Granada Yamaha like it was a 125 through the special tests to take fourth overall, first Open A, at 2.194. O'Neal USA/Smith Goggles/Bear Mfr./Duralube/DNA Racing-sponored Donnie Simone, despite his computer quitting about 10 miles out, took the 200cc AA win, rounding out the top five with a 3.85 minute drop.

Williams was almost a non-starter today. "It started off real bad. Yesterday, I tore a hamstring, so my leg was real sore. I had a lot of traffic, some people and dust to contend with in the last loop two special test of the race. I burned check three in the Barbender Rocks first loop special test and the mileage seemed off about .2 mile. I don't know if they will throw it out." Open A winner Glasmeier was one of the many top riders who burned check three, stating, "I hear everyone says it's off . . ." Simone added, "The mileage was off at least 2/10s. I (also) came in on my minute at check six after the tunnel, went in 10 seconds late, and they burned me. I don't understand what happened there, but the special tests were great in loop two."

One of the other major problems of the day occurred in the well-liked extra long 5.4-mile special test at the end of loop two — sheep. As many as one thousand or more sheep ate the turn arrows at the top of a course ridgeline, causing many riders from lines one to about 53 to completely miss the sudden right-hand dive down into a saddle. Merv Murray, on minute 34, was one. "Everyone was circling around up there every which way."

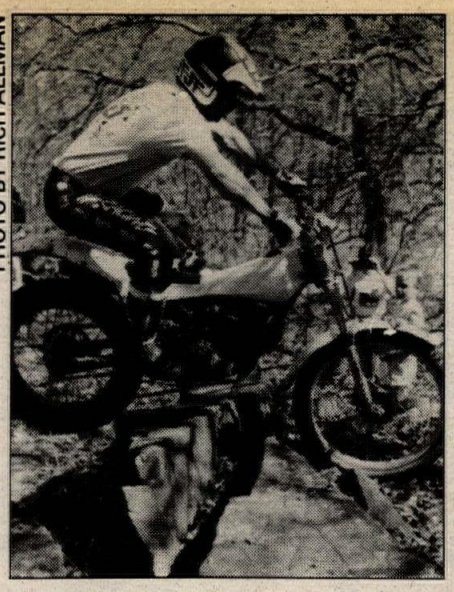


PHOTO BY RICH ALLMAN

Shan Moore clears a section at the Sand Springs Trials.

Three of the hottest rides of the day had to be Rich McDaniel, Andy Ording and Clint Diaz. All are 250cc B riders, finishing first to third in class at 16th, 18th and 20th overall. Class winner McDaniel, said "I got lost last time, but not today! They had excellent turns, excellent marking — a really nice enduro."

Results

O/A: 1. Steve Williams (Yam); 2. Jason Ingersoll (Hon); 3. Mark Cool (Hon); 4. Mark Glasmeier (Yam); 5. Donnie Simone (Kaw); 6. Rob Mesecher (Yam); 7. Willy Kennedy (Hon); 8. Dan Worley (Hus); 9. Tim Moore (Yam); 10. Steve Bebeac (Hon); 11. Tim Beall (Hon); 12. Tony Rickard (Yam); 13. Mark Getzfried (Hon); 14. Scott Crawford (Yam); 15. Dave Le Master (Hon); 16. Rich McDaniel (Hon); 17. Martin Blais (Hon); 18. Andy Ording (Kaw); 19. Rob Rumrill (Kaw); 20. Clint Diaz (Yam).

FAMILY: 1. Ron Puryear (Hon); 2. Todd Conrow (Kaw); 3. Bill Rasp (Hon); 4. Michael Ortega (Hon); 5. Kevin Cleland (Hon).

Carr wins Sand Springs Trials

By Rich Allman

SAND SPRINGS, OK, APR. 10

The Master class was the real drama of the day at the Sand Springs Trials with Tim Carr and Shan Moore locked in a real dogfight and Carr coming out on top. If Moore had not missed a split in the first section he would have tied Carr for the win, but Carr still won on cleans. Kevin Dunham was sitting just one point back in third.

Greg Ruoff pounded the Expert class with Butch Cribbet taking second over Gabe Mizell.

In the Intermediate class, Billy Traynor pulled well ahead of Stan Machart and Dreu Crane.

In the Amateur class, Tommy Moore took another first overall with Rick Robinett in second. John Mizell thoroughly soaked his Montesa in Section 12 but survived for third overall. Tommy Moore was the only rider in the Amateur class to see the exit of Section 12.

Todd Johnson continued his winning ways with first overall in the Novice class ahead of Mark Kinslow. Paul Bolen was one point back in third.

The Rookie class slogged five muddy sections with Matt Moore taking first overall ahead of little Paul Bolen. Alan Haley was within 10 points of the leader in his first trials event.

Results

ROOKIE: 1. Matt Moore (42 pts); 2. Paul Bolen (50); 3. Alan Haley (52).

NOV: 1. Todd Johnson (22); 2. Mark Kinslow (30); 3. Paul Bolen (31); 4. Dave Bolen (39).

AM: 1. Tommy Moore (70); 2. Rick Robinett (82); 3. John Mizell (99).

INT: 1. Billy Traynor (71); 2. Stan Machart (86); 3. Dreu Crane (89); 4. Dewey Harper (94); 5. Rich Allman (120).

EX: 1. Greg Ruoff (59); 2. Butch Cribbets (71); 3. Gabe Mizell (77); 4. Steve Fujan (85).

MSTR: 1. Tim Carr (64); 2. Shan Moore (66); 3. Kevin Dunham (67); 4. Rob Toole (69); 5. Charlie Mallow (83); 6. Kevin Naylor (100).

Dowell rockets to Moon Rock HS win

By Kathi Davis

RENO, NV, APR. 3

Duke Dowel won the Moon Rock II Hare Scrambles Easter Sunday, but it was by no means an Easter egg hunt for him. The race got started under very windy conditions, but the racers soon found out that the high winds were the next best thing to a wet track as it blew the dust away.

At the end of the bomb run Phil Douglas had the lead with Dowel hot on his trail. Dowel soon got by Douglas as did Greg Searle. But Dowel's lead was short-lived as he crashed, letting Searle by. Searle really got on the gas trying to keep Dowel behind him, but Searle lost his front brake and got a flat front tire.

As the leaders came in to pit on the first lap Dowel had a few seconds on Searle, who changed his flat tire. Dave Porter was running third after a good start and got by Searle in the pits and started lap two in second place. Jay Heying was leading the Open Expert class at fifth overall. Running very close in sixth, seventh and eighth were the top 125cc Expert riders, Greg Sabol, Donnie Simone and Mark Mason.

On lap two Dowel still had the lead, but Dean Joyner had overcome getting lost on the first lap, plus taking on gas at the alternate gas pit, and was now within striking distance. Porter had a rear flat and Searle got by as Porter changed wheels.

On the final lap Joyner passed Dowel just three miles from the finish, but recaptured the lead. From there to the finish Dowel never gave Joyner another chance for a pass and took the overall victory and 250cc Expert win with Joyner second overall and second 250cc Expert.

Searle came back from his first-lap flat to finish third overall. Porter earned fourth overall and Simone pulled out from the other 125s during the third loop for fifth overall. Ed Marchini kept his lead all through the race to take the Open Expert win and sixth overall.

Results

O/A: 1. Duke Dowel; 2. Dean Joyner; 3. Greg Searle; 4. Dave Porter; 5. Donnie Simone.

OPEN EX: 1. Ed Marchini; 2. J. Hexing.

250 EX: 1. Duke Dowel; 2. D. Joyner; 3. Greg Searle.

125 EX: 1. Donnie Simone; 2. Greg Sabol; 3. Mark Nason.

VET EX: 1. D. Scott; 2. M. Callins; 3. B. Pecore.

S/SR EX: 1. Bill Maxim; 2. D. Taylor; 3. Cloyse Holland Sr.

OPEN JR: 1. B. Schield; 2. S. Key; 3. C. MacDonald.

250 JR: 1. C. Peterson; 2. B. Dickey; 3. J. Roberts.

200 JR: 1. B. Caveney.

VET JR: 1. T. Moody; 2. S. Cameron.

S/SR JR: 1. B. Bishop; 2. R. Beckstram; 3. B. Lynch.

OPEN NOV: 1. J. Martinmass; 2. D. Dudley; 3. S. Copeland.

250 NOV: 1. T. Bitner; 2. D. Deroche; 3. M. McMurry.

200 NOV: 1. R. Brundage; 2. Ted Elswick; 3. Rick Cottini.

VET NOV: 1. R. Rightmire; 2. T. Tracey; 3. Mark Brown.

SR NOV: 1. R. Scott; 2. Ron Harkov; 3. David Hansen.

Ely, Graham sweep Spinners TT

By Laura Tisinger

PORTERVILLE, CA, APR. 2

Rob Ely and Mike Graham topped the 250 and 500cc Pro classes in round one of Spinners Airport Raceway's 15-race TT series.

In 250cc Pro action Yamaha-mounted Ely swept the heat with a comfortable lead over Donnie Harrell, Rick Pearce and Sean Plymale, who came off the line together. By the second lap Harrell and Pearce battled for second and Plymale lost fourth to brother Evan. The best moves were made by Craig Peyon who had a slow start but moved from

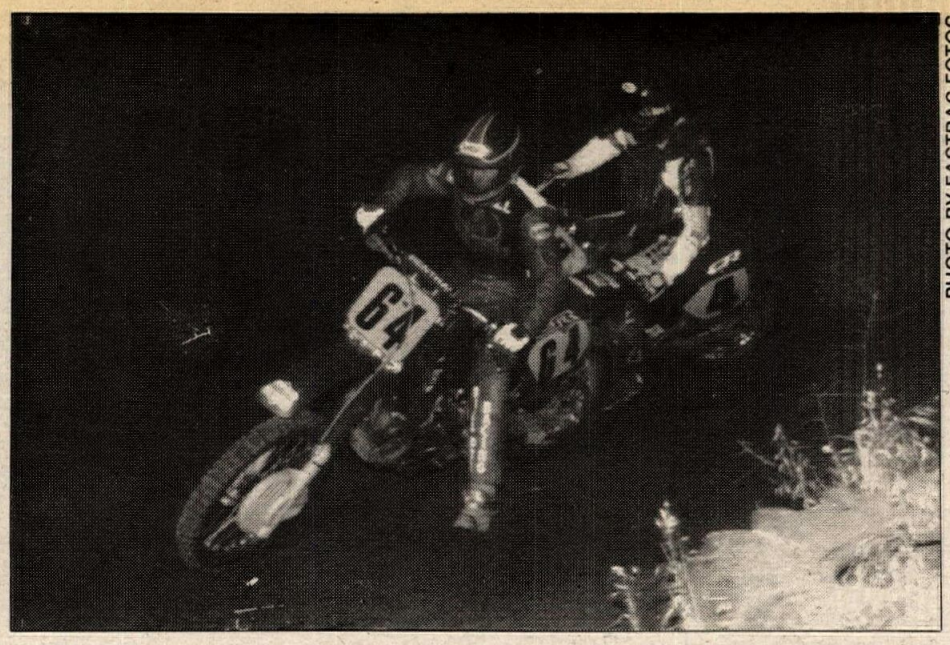


PHOTO BY FASTRAC FOTOS

Robert Land (64) and Mike Graham fight for the lead in the 500cc Pro class at Spinners Airport Raceway. Graham got by for the win.

eighth to finish fifth. Peyon powered down the straight at the checkers, taking a position and setting back Sean Plymale. Ely took the checkers first followed by Harrel, Pearce, Evan Plymale and Peyron.

Ely again dominated the main event from green to checkers with a comfortable lead. For the first lap Evan Plymale looked hot on target, but Harrell began his charge. Harrell picked a smooth line and put Evan back to third. Meanwhile, Pearce began making the best of a lousy start and was picking his way through the pack and moved up to take third. Ely claimed the victory at the flag, Harrell, Pearce, Peyron and Evan Plymale filled the top five.

Honda-mounted Graham fought tooth and nail to earn the victory in the 500cc Pro class over Robert Land and Harry Boudakian. Graham jumped out at the start of the heat for the holeshot and the lead, followed closely by Land and Boudakian. Paul Cates and Steve M. diced it out for fourth and fifth through the infield. Graham held the lead over Land to take the heat win over Land and Boudakian.

Graham, Land and Boudakian again held the top three positions at the start of the main. Racing was fast and very close and Land challenged Graham at every crucial point on the track. On lap six Land took the high line getting around Graham for the lead. Graham kept the pressure on and it paid off as he regained the lead for the main event win. Boudakian claimed second over Steve M. while Toni Harrell and Cates completed the top five.

Results

80: 1. Matt Willard; 2. Shannon Ayers.
125: 1. Duane Mucomb; 2. Doug Grote; 3. Stan Howeton.
250 PRO: 1. Rob Ely; 2. Donnie Harrell; 3. Rick Pearce.
250 AM: 1. Thomas McKay; 2. H.P. Myatt.
250 VET: 1. Victor Hager; 2. Chuck Holmes; 3. Rod Peyron.
500 AM: 1. Scott Creager; 2. Scott Bricker; 3. Craig Haas.
500 PRO: 1. Mike Graham; 2. Harry Boudakian; 3. Steve M.
50 P/W: 1. Chad Adams.

Radford, Bullard burn Rome MX

By Gary Crider

ROME, GA, APR. 10

Round three of the Georgia-Alabama Spring MX Series at Rome Cycle Ranch saw Russell Radford and Brock Bullard battle to wins in the 250 and 125cc C divisions, respectively, while Tommy Martin aced both A classes over Mike Crane and Ashley Epps. Jeff Ballard squeaked to the Open B victory while Matt Boone topped a four-way tie for the Pee Wee honors. Over 220 riders were in attendance for the Georgia Cycle Supply-sponsored event.

The opening 125cc C moto thrilled the crowd as Bullard and Radford banged handlebars through the first three turns. Bullard kept his PJ-1/Scott-backed Kawasaki in the lead despite several wheel-to-wheel challenges from Radford's Kawasaki/Suzuki City of Mableton-sponsored Suzuki. The duo pulled far ahead of the rest of the 30-rider field and the finish was close, with Bullard holding the edge. Scotty Chance, meanwhile, had come out of the pack to finish third.

Chance got a much better start in moto two and won to net runner-up gold behind Bullard's 1-2 score. Radford had to settle for a 2-4 day and third overall over Kevin Cozadd. Bullard leads the series by a 24-point margin over Cozadd.

Series-leader Radford came back to dominate 250cc C action with a pair of runaway wins over Paul Brown. Randy Barfield stayed in the hunt to claim third ahead of Jimmy Willis. Kipp Brulé recovered from a crash at the start of moto one to post 9-4 for fifth overall.

In the Open B class Ballard and Wallace Fincher swapped the lead back and forth on the opening lap of the first moto, with Ballard holding the advantage. On lap three Allen Harrison snuck up behind the pair and jammed by for the lead and the win. Lap four saw Fincher move past Ballard to finish second. Ballard notched third.

Coors-backed Ballard rocketed away with the second moto lead at the start. Disaster struck Harrison on lap two when he crashed, was slow to restart and was held to a fifth place finish for third overall. Fincher moved up to the second position and finished there as Ballard was long gone with the win and the overall ahead of Fincher. Dan Lipscomb was 4-4 for fifth overall behind John Trissel. Harrison maintained his series lead but the gap over Fincher has narrowed to five points.

Martin's clean sweep on the four A class motos was not easy as he was under pressure from Mike Crane in both 250cc/Open motos and, in the first 125cc race, Martin was set back to fourth spot after a first lap spill. Martin quickly remounted, eventually ran down leader Ashley Epps and, with two laps remaining, went by for the win.

The Pee-Wee class saw numerous lead changes, crashes and, finally, a four-way point tie for the win. Matt Walker and Jeremy Nevels took their turns at the lead in moto one but Sean Morgan came out for the win. Mason Williams started sixth but

PHOTO BY GARY CRIDER

Brock Bullard (85) leads Russell Radford in 125cc C action at Rome Cycle Ranch. Bullard won the class and Radford took the 250cc C win.

charged to a second place finish while Walker and Matt Boone crashed from the top two positions to finish sixth and fourth, respectively.

Boone won the final moto and his 4-1 earned top gold over Nevels' 3-2, Williams' 2-3 and Morgan's 1-4. Walker was fifth via his 6-5 score.

Results

P/W: 1. Matt Boone (Yam); 2. Jeremy Nevels (Yam); 3. Mason Williams (Yam); 4. Sean Morgan (Yam); 5. Matt Walker (Yam).
65 MINI: 1. Patrick Hizel (Kaw); 2. Danny Haynes (Kaw); 3. David Dishman (Kaw); 4. Bryan Johnson (Kaw); 5. Corey Crane (Kaw).
JR MINI: 1. Patrick Hizel (Kaw); 2. Chris McNeil (Yam); 3. Jason Grier (Suz); 4. James Grier (Suz); 5. Gary Kellum (Kaw).
SR MINI: 1. Johnny Dean (Suz); 2. Brian Raymond (Kaw); 3. Will McEntyre (Kaw); 4. Peanut Ulrich (Suz); 5. Andre Pene (Hon).
S/MINI: 1. Brian Raymond (Kaw); 2. Andre Pene (Hon); 3. Johnny Dean (Suz); 4. Will McEntyre (Kaw); 5. Chris Waddle (Kaw).
125 C: 1. Brock Bullard (Kaw); 2. Scotty Chance (Suz); 3. Russell Radford (Suz); 4. Kevin Cozadd (Kaw); 5. Chris Denny (Kaw).
250 C: 1. Russell Radford (Suz); 2. Paul Brown (Yam); 3. Randy Barfield (Hon); 4. Jimmy Willis (Hon); 5. Kipp Brulé (Yam).

Todd tops Cayuga Hillclimb

By Paul Hayes

CAYUGA, IN, MAR. 26

Ron Todd, riding a pair of Kawasakis, scored wins in the 400 and 500cc classes at the Cayuga Hillclimb, the opening event for the Illinois and Indiana seasons. The sponsoring club was the Pleasure Riders M/C and the event was D-17/D-15/AMA sanctioned.

In the 400cc class Todd made his first climb the fastest in the class. His winning time was 4.155. Alan Hoskins rode his Yamaha into the runner-up slot with a 4.543 second round climb. Third place went to D-17 Number One plate holder, Lloyd Haas. His best ride of 4.698 came in the second round on a Yamaha.

Todd's second win of the night run came in the 500cc class, where his second round climb of 3.881 was also the fastest time for the event. Harry Denham had a hard time in round one, only going 87 feet, but he came back with a 3.951 ride to earn second place on a Yamaha. Hoskins also collected his second trophy of the night, for third in the class, his best ride of 4.269 coming in the final round of climbs.

Kelly Senn started the season off in perfect fashion when he rode his Kawasaki to the 250cc class win. The 250s had a hard time in round one, as only one third of the riders crested the hill. Senn went over the top during both rounds and had the fastest times in each of them. His winning time was 4.595. KTM-mounted Chris Anderson also went over on both rides, and his fastest time came during the second round where he posted a 4.742 for second overall. Mike Pulver's best ride was 5.756, which was done in round two, and he scored third overall.

Kawtown Kawasaki/Beta rider Ed Scott took the win in the 200cc class. His Kawasaki carried him through the lights in 4.250 on his final attempt. Kawasaki rider Bill Ashley blasted his bike into second place with his last ride of 4.684. Sam Blakeney made it a Kawasaki sweep. His third place ride was also made in the final try and his time was 5.029.

Results

MINI: 1. Tom Daniels (Kaw); 2. Raymond Jones (Kaw); 3. Lucas Haas (Kaw); 4. Jeff Daniels (Yam); 5. Jason Northrup (Kaw).
125: 1. John Colbert (Kaw); 2. Mark Schroeder (Hon); 3. Mark Harshman (Yam); 4. Tom Daniels (Suz); 5. Ed Scott (Kaw).
200: 1. Ed Scott (Kaw); 2. William Ashley (Kaw); 3. Sam Blakeney (Kaw); 4. Eric Wheelwright (Yam); 5. Tim Harshman (Kaw).
250: 1. Kelly Senn (Kaw); 2. Chris Anderson (KTM); 3. Mike Pulver (Yam); 4. Danny Umbarger (Yam); 5. Mikel Bonomo (Yam).
400: 1. Ron Todd (Kaw); 2. Alan Hoskins (Yam); 3. Lloyd Haas (Yam); 4. Kaleb Northrup (Yam); 5. Mike Royce (Mai).
500: 1. Ron Todd (Kaw); 2. Harry Denham (Yam); 3. Alan Hoskins (Yam); 4. Sam Blakeney (Hon); 5. Kaleb Northrup (Yam).
750: 1. Lloyd Haas (Kaw); 2. Tim Weaver (Hon); 3. Tom Rollins (Kaw); 4. Roger Riddell (Hon); 5. Kenneth Hammond (Yam).
OPEN: 1. Randy Dillon (Hon).
SR: 1. Bill Ashley (Kaw); 2. Mike Royce (Yam); 3. Kevin Northrup (Yam); 4. Roger Riddell (Hon).

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AMA AMERICAN MOTORCYCLIST ASSOCIATION

Calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

5/1	Portugal
5/22	Italy
5/29	W. Germany
6/12	Austria
6/25	Holland
7/3	Belgium
7/17	Yugoslavia
7/24	France
8/7	England
8/14	Sweden
8/28	Czechoslovakia
9/11	Brazil
9/17	Argentina

World C'ship Endurance Road Race Series

7/31	Japan
8/13-14	Belgium
9/11	Spain

World C'ship TT Formula Road Race Series

5/15	Japan
6/4	Isle of Man
6/23	Holland
7/3	Portugal
7/10	Italy
7/17	Finland
7/30	N. Ireland
9/4	Italy
9/25	England

World C'ship Superbike Road Race Series

4/30	Hungary
5/8	W. Germany
7/2-3	Austria
8/28	Japan
9/4	France
9/11	Portugal
9/25	Australia
10/2	New Zealand

World C'ship 125cc MX Series

5/1	Austria
5/8	Spain
5/15	Portugal
5/29	Czechoslovakia
6/12	W. Germany
6/26	Ireland
7/3	France
8/14	Finland
8/28	Switzerland

World C'ship 250cc MX Series

5/1	Italy
5/15	Czechoslovakia
5/29	England
6/5	Belgium
6/19	W. Germany
6/26	Yugoslavia
7/24	UNADILLA, NY
8/7	Venezuela
8/14	Argentina
8/28	Sweden

World C'ship 500cc MX Series

5/8	Sweden
5/15	Finland
6/5	W. Germany
6/12	Italy
6/26	HOLLISTER, CA
7/10	England
7/17	Holland
7/24	San Marino
8/7	Belgium
8/14	Luxembourg

World C'ship Observed Trials Series

5/29	Austria
6/5	France
6/12	Belgium
7/17	Italy
8/21	Sweden
8/28	Finland
9/11	Poland

Motocross des Nations

9/11	France

International Six-Days Enduro

9/6-12	France

AMA/Camel Pro Series

5/15	Atlanta, GA RR
5/22	San Jose, CA M
6/4	Louisville, KY HM
6/19	Loudon, NH RR
6/26	Elkhart Lake, WI RR
7/16	Parkersburg, WV HM
7/24	DuQuoin, IL M
8/7	Lexington, OH RR
8/14	Peoria, IL TT
8/27	Indianapolis, IN M
9/4	Springfield, IL M
9/11	Syracuse, NY M
9/24	Gardena, CA HM
10/8	Sacramento, CA M
10/2	Sonoma, CA RR

Schedule subject to change
Info 614/891-2425

AMA Nat'l C'ship Dirt Track Series

4/30	Phoenix, AZ HM 600
5/7	Gardena, CA HM GNC
5/14	Castle Rock, WA TT 600
5/22	San Jose, CA GNC/600
5/28	Springfield, IL ST 600
5/29	Springfield, IL M GNC/600
6/4	* Louisville, KY HM GNC
6/12	Peoria, IL TT 600
6/24	Hinsdale, IL ST 600
6/25	Lima, OH HM GNC/600
7/3	Middletown, NY HM GNC
7/9	Hagerstown, MD HM GNC/600
7/15	Parkersburg, WV HM 600
7/16	* Parkersburg, WV HM GNC
7/24	* DuQuoin, IL M GNC
8/6	Ashland, OH HM 600
8/12	Sturgis, SD ST 600
8/14	* Peoria, IL TT GNC
8/20	Hamburg, NY HM GNC
8/27	*Indianapolis, IN M GNC
8/28	Indianapolis, IN M GNC/600
9/3	Springfield, IL ST 600
9/4	* Springfield, IL M GNC
9/11	* Syracuse, NY M GNC
9/18	Hagerstown, MD HM GNC/600
9/24	* Gardena, CA HM GNC
10/8	* Sacramento, CA M GNC
10/15	Mesquite, TX HM 600

* Indicates Camel Pro Series event
Schedule subject to change
Info 614/891-2425

AMA Nat'l C'ship Road Race Series

5/15	Atlanta, GA
6/19	Loudon, NH
6/26	Elkhart Lake, WI
7/10	Monterey, CA
8/7	Lexington, OH
10/2	Sonoma, CA

Schedule subject to change
Info 614/891-2425

AMA Nat'l C'ship Enduro Series

5/1	Roselawn, IN
5/29	McArthur, OH
7/17	Del Norte, CO
7/24	Blain, PA
8/21	Moorestown, MI
9/25	Greenwich, RI
10/30	Forest Hill, LA
11/6	Morrison, IL

Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series

5/15	Beckley, WV
6/12	Bellevue, ID
7/10	Walden, CO
9/18	Lynville, IN
10/2	Nowata, OK
10/9	Millville, MN
10/16	Hookstown, PA

Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

5/29	Delta, UT
9/18	Craig, CO
10/9	Reno, NV
10/30	Wickenberg, AZ

Info 614/891-2425

AMA Nat'l Reliability Trials Qualifier Series

5/20-22	Rose City, MI
6/3-7	Idaho City, ID
6/25-26	Yamhill, OR

Additional events to be scheduled
Info 614/891-2425

AMA/NATC Nat'l C'ship Observed Trials Series

5/28	Winchester, TN
5/30	Winchester, TN
7/2	Spokane, WA
7/4	Portland, OR

Info 614/891-2425

AMA 125/250cc Nat'l C'ship MX Series

5/1	Axton, VA
5/22	Southwick, MA
5/29	Mt. Morris, PA
6/5	San Antonio, TX

Tentative
Info 614/891-2425

AMA 125/500cc Nat'l C'ship MX Series

7/3	Buchanan, MI
7/10	Binghampton, NY
7/31	Troy, OH
8/14	Millville, MN
8/28	Washougal, WA

Tentative
Info 614/891-2425

AMA C'ship Supercross Series

5/14	E. Rutherford, NJ
6/18	Los Angeles, CA

Info 614/891-2425

AMA/Wiseco/ Suzuki Grand Nat'l Cross Country Series

5/1	Tarentum, PA
5/15	Beckley, WV
6/19	Davis, WV
9/11	Marietta, OH
10/2	Mt. Morris, PA
10/16	Hookstown, PA
10/30	Tarentum, PA

Info 614/891-2425

AMA/CCS EBC Brakes Endurance RR Challenge

5/14	Braselton, GA
6/16	Loudon, NH
6/25	Elkhart Lake, WI
8/6	Lexington, OH
9/10	Talladega, AL
10/1	Sonoma, CA
10/29	Daytona Beach, FL

Info 704/684-4297

Suzuki Nat'l Cup Road Race Series

Northeast

4/30-5/1	Loudon, NH
6/11-12	Loudon, NH
7/2-4	Loudon, NH
8/20-21	Loudon, NH
9/3-5	Loudon, NH
10/1-2	Loudon, NH

Mid-Central

4/30-5/1	Elkhart Lake, WI
5/7-8	Brainerd, MN
7/16-17	Grattan, MI
7/30-31	Brainerd, MN
8/27-28	Beloit, IL
9/10-11	Beloit, IL

Mid-Atlantic

4/30-5/1	Warren, OH
5/28-29	Rockingham, NC
6/25-26	Pocono, PA
7/9-10	Rockingham, NC
8/20-21	Summit Point, WV
9/17-18	Summit Point, WV

Southeast

4/30-5/1	Faulkville, GA
5/14-15	Talladega, AL
6/4-5	Talladega, AL
7/17	W. Palm Beach, FL
8/13-14	Braselton, GA
9/25	W. Palm Beach, FL

South Central

5/21-22	Hallett, OK
6/11-12	Henderson, TX
7/16-17	E. St. Louis, MO
8/27-28	Henderson, TX
9/3-4	Memphis, TN
9/24-25	College Station, TX

Central Pacific

5/21-22	Sonoma, CA
6/19	Sonoma, CA
7/23-24	Sonoma, CA
8/21	Sonoma, CA
9/11	Sonoma, CA

Southwest

5/15	Chandler, AZ
5/28-29	Chandler, AZ
6/18-19	Rosamond, CA
6/25-26	Riverside, CA
7/2-4	Rosamond, CA
9/11	Chandler, AZ

Mountain

5/1	Pueblo, CO
5/15	Denver, CO
6/5	Aspen, CO
6/19	Denver, CO
7/31	Denver, CO
8/14	Aspen, CO
9/12	Steamboat Springs, CO

Northwest

4/30-5/1	Kent, WA
5/14-15	Portland, OR
7/17	Kent, WA
7/23-24	Portland, OR
9/11	Kent, WA
9/24-25	Portland, OR

AMA/CCS Supersport Nationals

5/14-15	Braselton, GA
6/18-19	Loudon, NH
6/25-26	Elkhart Lake, WI
7/9-10	Monterey, CA
8/6-7	Lexington, OH
9/10-11	Talladega, AL
9/31-10/1	Sonoma, CA

SCORE Int'l Off-Road Series

6/3-5	Baja Internacional Ensenada, Baja, Mexico
8/12-14	Off Road World C'ship Riverside, CA
11/10-13	Baja 1000 Ensenada, Baja, Mexico
12/9-11	San Felipe 250 San Felipe, Baja, Mexico

Info 818/889-9216

SETRA C'ship Hare Scrambles Series

5/22	Lenoir, NC

Info 803/229-5369

SETRA C'ship Enduro Series

5/8/	Abbeville, SC

Info 803/229-5369

WERA Tsubaki/ GS Battery Endurance Road Race Series

4/30	Faulkville, GA
5/14	Portland, OR
5/28	Rockingham, NC
6/11	Shannonville, Canada
7/2	Grattan, MI
7/16	E. St. Louis, MO
7/30-31	Garrettsville, OH
8/6	Long Pond, PA
9/3	Memphis, TN
9/17-18	Rosamond, CA
9/24	College Station, TX
10/8	Clermont, IN
10/15	Summit Point, WV
11/5	Braselton, GA

Info 803/681-9372

WERA Western Endurance C'ship

5/14	Portland, OR
5/28	Vancouver, BC
6/12	Kent, WA
9/17-18	Rosamond, CA

Info 803/681-9372

WERA Nat'l Qualifier Road Race Series

5/21-22	Grattan, MI
5/21-22	College Station, TX
6/4-5	Summit Point, WV
6/11-12	Henderson, TX
6/18-19	Rosamond, CA
6/25-26	Long Pond, PA
7/9-10	Rockingham, NC
7/9-10	Milwaukee, WI
8/6-7	Rosamond, CA
8/20-21	E St. Louis, MO
8/20-21	Talladega, AL
8/20-21	Summit Point, WV
8/27-28	Henderson, TX
9/3-4	Garrettsville, OH
9/3-4	Memphis, TN
9/24-25	Grattan, MI
9/24-25	College Station, TX
10/1-2	Faulkville, GA

Info 803/681-9372

WERA Grand Nat'l Final

11/3-6	Braselton, GA

IDBA Nat'l Drag Race Series

5/20-22	Bowling Green, KY
6/10-12	Norwalk, OH
7/8-10	Columbus, OH
8/26-28	Memphis, TN
9/23-25	Atco, NJ
10/14-16	Baton Rouge, LA

Info 205/849-7886

Dragbike! Nat'l C'ship Series

5/14-15	Cincinnati, OH
5/21-22	Sacramento, CA
5/28-29	Marion, OH
6/18-19	Syracuse, NY
6/25-26	Fremont, CA
7/16-17	Spokane, WA
8/6-7	Cordova, IL
8/13-14	Union Grove, WI
8/19-20	Albany, NY
9/3-4	Wilmington, DE
9/5	TBA
9/10-11	Albuquerque, NM
9/17-18	Atlanta, GA
9/24-25	Bradenton, FL
10/8-9	Phoenix, AZ
10/15-16	Los Angeles, CA
10/22-23	Houston, TX
10/29-30	W Palm Beach, FL
11/18-20	Gainesville, FL

Info 315/735-1661

AMRA Nat'l Drag Race Series

5/14-15	Colonial Beach, VA
6/18-19	Union Grove, WI
7/2-3	Humbolt, IA
7/23-24	Cincinnati, OH
8/9-11	Sturgis, SD
9/17-18	Kokomo, IN
10/8-9	Nashville, TN

Info 312/250-0838

NETA C'ship Series

5/21-22	Meriden, CT
7/24	Wrentham, MA
8/14	Wrentham, MA
9/11	Ossipee, NH
9/18	Meriden, CT
10/2	Conway, NH
10/16	Chepachet, RI

Info 401/421-6929

NETRA C'ship Enduro Series

5/15	Somers, CT
6/5	Wrentham, MA
6/19	Warren, MA
8/14	Dunbarton, NH
8/21	Oxford, MA
9/11	Windsor, MA
9/25	W. Greenwich, RI
10/2	Chester, CT
10/9	Stafford, CT
10/30	Adams, MA
12/4	Marlborough, CT

NETRA C'ship Hare Scrambles Series

5/29	W. Greenwich, RI
6/26	New London, CT
7/17	Windsor, MA
7/24	Union, CT
7/31	Providence, NY
8/7	Norwich, VT
8/28	Cheshire, MA
8/18	N. Petersburg, NY
10/16	Brookfield, MA
11/6	Wrentham, MA

NETRA Turkey Run Series

5/22	Leominster, MA
5/29	Washington, MA
6/12	Allenstown, NH
6/26	Norton, MA
7/10	Adams, MA
7/31	Bartonsville, VT
9/11	Swiftwater, NH
9/18	Sandisfield, MA
10/2	Freetown, MA
10/23	Winshinton, MA
11/27	Plympton, MA

NETRA Junior C'ship Enduro Series

5/7	Meriden, CT
5/22	Wrentham, MA
6/18	Thomaston, CT
6/25	Southampton, MA
8/13	Dunbarton, NH
8/20	Oxford, MA
9/17	N. Petersburg, NY
10/1	Freetown, MA
10/15	Brookfield, MA
11/12	Leominister, MA

LA State C'ship Hare Scramble Series

5/1	Enon, LA
6/5	Mooringsport, LA
7/17	Sterlington, LA
9/4	TBA
10/2	Watson, LA
10/16	Ringgold, LA
11/5	Shreveport, LA

AFM North Road Race Series

5/21-22	Sears Point, CA
6/19	Sears Point, CA
8/21	Sears Point, CA
9/11	Sears Point, CA
10/23	Sears Point, CA

Info 415/327-0908

AFM South Road Race Series

5/28-29	Phoenix, AZ
6/25-26	Riverside, CA
7/16	Phoenix, AZ
8/13	Phoenix, AZ
9/3-4	Phoenix, AZ

Info 818/963-8676

Best of the West Series

6/19	Kernville, CA, MX
10/2	Sunrise, CA, GP
10/16	Rand, CA, End.
10/23	Lucerne, CA, H&H

WSMA Formula USA C'ship Series

4/30-5/1	Willow Springs, CA
5/14-15	Willow Springs, CA
6/4-5	Willow Springs, CA
9/10-11	Willow Springs, CA
10/1-2	Willow Springs, CA
11/5-6	Willow Springs, CA

Info 805/256-2471

Mickey Thompson Off-Road C'ship Grand Prix Series

5/7	Pasadena, CA
7/16	Los Angeles, CA
10/1	Las Vegas, NV

* Tentative

Info 714/938-4100

Golden State Enduro Series

5/1	Lucerne, CA
5/22	Placerville, CA
12/10	Tecate, Baja, CA, Mexico

Info 714/643-9108

STRA C'ship Observed Trials Series

5/1	Hendersonville, NC
5/15	Dalton, GA
8/28	Atlanta, GA
9/11	Grant, AL
9/24-25	Berea, KY
10/9	Huntland, TN
10/30	Bellews Creek, NC
11/13	Cullman, AL

Info 615/967-3008

Virginia C'ship Hare Scrambles Series

5/15	Rural Retreat, VA
6/5	Martinsville, VA
6/26	Honaker, VA
7/24	Bristol, VA
8/7	Gloucester, VA
8/21	Rural Retreat, VA
9/11	Ivor, VA
9/25	Middlebrook, VA
10/9	Newport News, VA
10/23	Oxford, NC
11/6	Martinsville, VA
11/20	Surry, VA

Info 804/255-4620

NESC C'ship MX Series

5/1	Southwick, MA
5/8	Middleboro, MA
5/15	Loudon, NH
5/29-30	Waterboro, ME
6/5	C. Village, CT
6/12	Southwick, MA
6/19	Greenfield, MA
6/26	C. Village, CT
7/3	Waterboro, ME
7/10	Southwick, MA
7/17	Waterboro, ME
7/31	Southwick, MA
8/7	Lewiston, ME
8/14	Southwick, MA
8/21	C. Village, CT
8/28	Loudon, NH
9/4-5	Waterboro, ME
9/11	Southwick, MA
9/18	C. Village, CT
9/25	Loudon, NH
10/2	Southwick, MA
10/9	Middleboro, MA
10/16	Loudon, NH
10/23	Southwick, MA
10/30	Middleboro, MA
11/6	Middleboro, MA
11/13	Middleboro, MA

Info 413/772-0685

ECEA C'ship Enduro Series

5/1	Chatsworth, NJ
5/29	New Philadelphia, PA
6/5	Whiteford, MD
6/12	Stanhope, NJ
7/24	Blain, PA
7/31	Wellsboro, PA
8/14	Speedsville, NY
8/21	Brandonville, PA
8/28	Mauricetown, NJ
9/11	Belleplain, NJ
9/18	Shippensburg, PA
9/25	W. Greenwich, RI
10/9	Chatsworth, NJ
10/30	Bear, DE
11/13	Warren Grove, NJ

WMRRA C'ship Road Race Series

5/1	Kent, WA
5/22	Kent, WA
6/12	WERA 6 Hr, Kent, WA
7/17	Kent, WA
9/11	Kent, WA
10/23	Kent, WA

Canadian Nat'l Supercross Series.

5/21-22	Montreal, Quebec
6/4	Toronto, Ontario

Info 416/363-9035

AMA SANCTIONED

NORTH CAROLINA STATE CHAMPIONSHIP

Devils Ridge Motocross — Sanford, North Carolina

MAY 15, 1988

$1,000.00 GUARANTEED PURSE

8 TROPHIES PER CLASS GUARANTEED

Classes: 125 A/250 A/Open A
125 B/250 B
125 C/250 C
Open Amateur/Senior/Schoolboy
Pee Wee/Junior Mini/Senior Mini
ATV (4 Classes)

Sign up 8:00am
Practice 9:00am
Race 10:30 am

Entry Fee — Pro $20.00
Amateur $12.00
Admission Adults $7.00
Children $4.00

SPONSORS: HONDA SUZUKI of Sanford
Brewers YAMAHA
Coca-Cola Bottling Co. of Sanford
Southside Garage
Erwin AMOCO Oil Co

Official Motels
Palamino Motel — NC 1-800-641-6060, US 1-800-822-2477
Best Western Executive Inn — (919) 776-5121

Directions:
Southwest of Sanford, NC, off US 1/15-501

For more information contact Ken Cameron (919) 776-1767 or (919) 776-2412

Budweiser presents — Bob Lanphere's Beaverton Honda

Castle Rock TT National

Motorcycle Racing Double Header

2 Nights Special "The Rock is Back"

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$4,000 REGIONAL CASH PURSE

MAY 14TH

600CC NATIONAL TT CHAMPIONSHIPS

$10,000 CASH PURSE, $1,000 PRO-AM CASH PURSE

COME SEE CURRENT NATIONAL RACING SUPERSTARS
Chris Carr, Ronnie Jones, Ricky Graham, Steve Morehead, Steve Eklund, Mickey Fay

Ticket Information: (206) 274-8402 WA
Race Information: (206) 274-4346 WA

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FAMILY ENDURO
S.C.E.C. Tenderfoot
May 15 • Lucerne
CRC Points • SDEA Points • Sat. Poker Run
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CARLSBAD RACEWAY MOTOCROSS
LIFE'S A BEACH — 100% Pro Pay — EVERY SATURDAY!
No Membership Required • Gates Open: 8:00 am
For Info: (619) 727-1171 or (619) 484-1441
Racing Enterprises

MUSTANG TRACKS

GRAND NATIONAL OPENING

MOTOCROSS ATV/TT

May 14th & 15th, 1988

Alvin, TX (South of Houston)

Registration
Friday:
8:00 am to 9:00 pm
Saturday
7:00 am to 9:30 am

$15,000
Cash • Trophies
Prizes

Register at **The Homeplace Inn**
Hwy 35 Bypass, Alvin, TX **(713) 585-0335**

Pre-Registration fees: Amateur $30.00 — Expert $50.00
Deadline for Pre-Registration: Friday, May 6, 1988
Race Day Registration: Amateur $45.00 — Expert $75.00
Practice: Friday, May 13 9:00 a.m.- 3:00 pm

For information call:
(713) 488-8563 • (713) 437-9126 • (713) 337-4136
Track **(713) 331-7950**

MUSTANG TRACKS P.O. Box 67925, Webster, TX 77598

Registration Form — Mustang Tracks Grand National Opening

PLEASE PRINT

Name _____
Last First MI

Address _____
Street Number City State/Zip

Home Phone _____ **Work Phone** _____

Bike Number _____ **Age** _____

Motocross: Class: (circle one) 50 - 60 - 80 - 125 - 250 - Open - Over 30
Experience: (circle one) Nov. - Int. - Expert

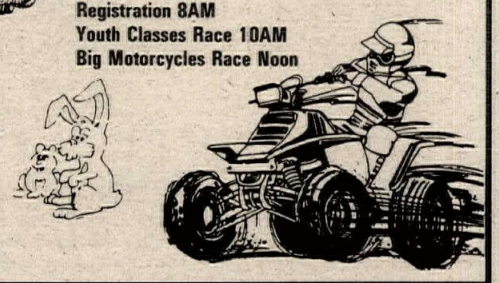
ATV: (circle one) Three Four wheel Odyssey
Amateur: (circle one) 0-75 0-85 0-200 250 Open
Professional: (circle one) 250 Open

Mail Check or money order to:
Mustang Tracks
P.O. Box 57925
Webster, TX 77598

SUZUKI

AMA SUZUKI/WISECO
Grand National
Cross Country Series
ROUND #4
FIREBALL
MAY 1, 1988 — TARENTUM, PA
ROUND #5
WINTER PLACE SKI RESORT
MAY 15, 1988 — BECKLEY, WV
Registration 8AM
Youth Classes Race 10AM
Big Motorcycles Race Noon

AATVA
Grand National
ATV Cross Country Series
Round #4 — Fireball
Tarentum, PA — April 30
Round #5 — Winter Place Ski Resort
Beckley, WV — May 14, 1988
Races Start 1PM



WISECO SCOTT USA ICO KLOTZ Gear pro-tec HiPoint AMA BT Racing Boyesen SHOEI O'NEAL ACERBIS SideWinder AATVA

Info: (304) 594-1157

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PERRIS
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April 30 SMX
May 1 CRC G.P.
7 SMX
8 Mother's Day MX
14 SMX
21 SMX
22 SMX
28 SMX

CRC **CALIFORNIA RACE SCHEDULE**

100% PRO PAYBACK
SUN. MAY 1 G.P. PERRIS
SUN. MAY 8 MX LA COUNTY RACEWAY
Dunestown Series #1
SUN. MAY 15 MX EDWARDS AFB
Dunestown Series #2
SUN. MAY 22 MX GLEN HELEN
Dunestown Series #3

ATV Classes At All Events
****OPEN PRACTICE****
9 am to 2 pm Every Sat. — LA County Raceway
VINTAGE RACING
Every Second Sunday — LA County Raceway
CRC Info 805-272-8889

CVRG C'ship Vintage Series

Road Race

6/19	Sonoma, CA
6/26	Riverside, CA
7/8-10	Monterey, CA
7/24	Sonoma, CA
9/10	Steamboat Springs, CO
10/1-2	Sonoma, CA

Motocross

5/22	Eugene, OR
6/12	Perris, CA
9/9	Steamboat Springs, CO
10/23	Brentwood, CA
11/20	Sunnymead, CA

AHRMA Historic Cup Road Race Series

5/7-8	Summit Point, WV
5/20-22	Mosport Park, Canada
6/17-19	Bryar Motorsports Park, NH
6/24-26	Road America, WI
7/9-10	Blackhawk Farms, IL
8/5-7	Mid-Ohio, OH
9/3-4	Roebling Road, GA
9/11	Steamboat Springs, CO
9/31-10/2	Sears Point, CA

AMRA C'ship MX Series

5/1	Anchorage, AK
5/8	Anchorage, AK
5/15	Anchorage, AK
5/22	Anchorage, AK
6/10	Anchorage, AK
7/17	Anchorage, AK
7/24	Anchorage, AK
8/14	Anchorage, AK
9/11	Anchorage, AK

OMRRA C'ship Series

5/14-15	Portland, OR
6/5	Portland, OR
7/24	Portland, OR
9/25	Portland, OR
10/16	Portland, OR

APRIL

S	M	T	W	T	F	S
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3	4	5	6	7	8	9
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17	18	19	20	21	22	23
24	25	26	27	28	29	30

MAY

S	M	T	W	T	F	S
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8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

• Denotes Pro Payback

April 27

CALIFORNIA SPEEDWAY
• Cal-Expo, Sacramento. Info 916/485-8619 or 489-0476.
CALIFORNIA MOTOCROSS
• CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA DRAGS
• Baylands Raceway Park, Fremont. Info 415/651-2545.
VIRGINIA SHORT TRACK
Ten Men Promotions. VA State Fairgrounds, Richmond. Info 804/270-3074.

April 28

CALIFORNIA SPEEDWAY
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
• AMA/Agajanian Ent. Ascot South Bay Stadium, Gardena. Info 213/515-5115.
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

April 29

CALIFORNIA MOTOCROSS
• CMC. Spring Classic Round 2. Ascot Raceway Park, Gardena. Info 714/261-6116.
CALIFORNIA SHORT TRACK
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Speedway, Costa Mesa. Info 714/492-9933.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/439-7735.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

April 29- May 1

CALIFORNIA ROAD RUN
15th Annual Statewide Run. Modified Motorcycle Assn. Hanford.

April 30

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
CALIFORNIA SPEEDWAY
• AMA. Mother Goose Racing. Napa Speedway, Napa Town & Country Fairgrounds, Napa. Info 707/252-8772.
CALIFORNIA MOTOCROSS
CMMC. Barona Oaks Raceway, Ramona. Info 619/444-8116.
CALIFORNIA SHORT TRACK
• R & D Ent. Salinas Valley Fairgrounds, King City. Info 408/449-7367.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441 or 727-1171.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/583-7486.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
INDIANA MOTOCROSS
H Cubed Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
MICHIGAN MOTOCROSS
AMA/D-14. Morland's MX Park, Stanton. Info 517/235-4105.
MICHIGAN MOTOCROSS
AMA/D-14. Glass City MC, Delta. Info 419/476-4173.
NEW YORK ST/SCRAMBLES
Paradise Speedway, Geneva. Info 315/789-7293.
OHIO TT SCRAMBLES
Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO MOTOCROSS
• AMA/D-11. Dirt Country MX, Blanchester. Info 513/625-9987.
OHIO HARE SCRAMBLES
Grand Prix Raceway, Canal Fulton. Info 216/682-9231 or 239-1598.
PENNSYLVANIA SHORT TRACK
Micro Sprints. Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Berwick. Info 717/759-2841.
WASHINGTON MOTOCROSS
• NW Gold Star Series. Thurston County ORV Park, McCleary. Info 206/435-9782.

Apr. 30-May 1

CALIFORNIA MOTOCROSS
• CMC. OT only. Marysville MX, Marysville. Info 916/695-2727.
CALIFORNIA ROAD RACE
• Formula USA C'ship Series. Willow Springs Int'l Raceway, Willow Springs. Info 805/256-2471.
FLORIDA MOTOCROSS
NMA Qualifier. Hyman Myers Speedway Park, Tallahassee. Info 904/656-2915.
MICHIGAN MOTOCROSS
AMA/D-14. Moreland's Supercross Park, Stanton. Info 517/235-4105.
PENNSYLVANIA CROSS COUNTRY
• Wiseco/AMA/AATVA Grand Nat'l Series. Fireball GNCC. Tarentum. Info 304/594-1157.
PENNSYLVANIA MOTOCROSS
AMA. Nat'l Area Qualifier. The Challenger, Jacksonville. Info 412/726-5494 or 726-8204.
TEXAS ROAD RACE
CRRC Series. Oak Hill Racewaya, Henderson. Info 713/342-1902.
TEXAS MOTOCROSS
AMA. Loretta Lynn's Area Qualifier. 2nd Qual. Gear Challenge of Champs. Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422.
WISCONSIN DRAGS
Motorcycle Weekends. Great Lake Dragway, Union Grove. Info 414/462-5520.
WISCONSIN ROAD RACE
AMA/CCS Endurance & Regional Sprints. Road America, Elkhart Lake. Info 704/684-4297.

May 1

ALABAMA MOTOCROSS
Ft. Mitchell MX Club, Ft. Mitchell. Info 205/855-3510.
ALABAMA MOTOCROSS
GA-AL Series.Wares Ferry MX, Montgomery. Info 205/277-1313.
ALASKA MOTOCROSS
AMRA C'ship Series. Kincaid Park, Anchorage. Info 907/344-8229 or 346-3699.
ARKANSAS MOTOCROSS
Bull Creek MX, Beebe. Info 501/882-3886.
CALIFORNIA GRAND PRIX
CRC. Meadow Muffin GP. Perris Raceway, Perris. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC. Sand Hill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA MOTOCROSS
• CMC. Barona Oaks, Ramona. Info 714/261-6116.
CALIFORNIA YSR50 RACE
YSR50 C'ship Series. Carlsbad Raceway, Carlsbad. Info 619/967-9811.
CALIFORNIA MOTOCROSS
• SMX Cal Classic #6. DeAnza Cycle Park, Sunnymead. Info 714/583-7486.
CALIFORNIA ENDURO
AMA/D-36. Polka Dot MC Family Enduro. Placerville. Info 916/386-2456.
CALIFORNIA ENDURO
AMA/D-37. Not-So-Tuff-E-Nuff Enduro. Lucerne Valley. Info 213/633-3369 or 925-4481.
COLORADO ROAD RACE
MRA C'ship Series. Pueblo. Info 303/443-7446.
FLORIDA MOTOCROSS
FMC Spring Series. Callahan MX, Callahan. Info 904/225-5320 or 757-3820.
FLORIDA MOTOCROSS
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
IDAHO HARE SCRAMBLES
Tag Team HS. X-Mas Hills, St. Maries. Info 208/245-4544 or 245-4940.
INDIANA MOTOCROSS
AMA. H Cubed Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
KANSAS MOTOCROSS
Wichita Jeeps MC, Wichita. Info 316/685-0223 or 838-8052.
KENTUCKY MOTOCROSS
Pendleton Co. MC Rec. Park, Gardnersville. Info 606/472-3442.
KENTUCKY MOTOCROSS
Sportstown USA. Ohio Valley Raceway, West Point. Info 502/351-4442.
KENTUCKY MOTOCROSS
Rough Country MX, Henderson. Info 812/897-3800.
LOUISIANA HARE SCRAMBLES
LA State C'ship Series. Enon. Info 504/635-3311 or 273-4948.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Southwick. Info 413/772-0685.
MICHIGAN MOTOCROSS
AMA/D-14. Brown City MX Park, Brown City. Info 313/395-2169 or 346-2259.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, between Coldwater & Bronson. Info 517/522-4380.
NEW JERSEY ENDURO
ECEA C'ship Series. Pine Barons Enduro. Chatsworth. Info 609/494-6456.
NEW YORK MOTOCROSS
• AMA. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997.
NEW YORK MOTOCROSS
AMA. Claverack MX, Claverack. Info 518/828-6149.
NORTH CAROLINA TRIALS
STRA C'ship Observed Trials Series. Hendersonville. Info 615/967-3008.
OHIO TRIALS
Trials, Inc. COCR Clubgrounds, Sugar Grove. Info 216/327-2527.
OHIO MOTOCROSS
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OHIO HALF MILE
AMA/Championship Racing Ent. Clark County Fairgrounds, Springfield. Info 513/434-7750.
OHIO HARE SCRAMBLES
CRA. Yellow Jackts MC, Uhrichsville. Info 216/339-7528 or 364-5834.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
OREGON MOTOCROSS
MXNW Series. Albany Supercross, Albany. Info 503/928-4474.
PENNSYLVANIA CROSS COUNTRY
• AMA/AATVA Wiseco Grand Nat'l Series. Fireball, Tarentum. Info 304/594-1157.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
TENNESSEE MOTOCROSS
• Smoky Mountain MX, Pigeon Forge. Info 615/453-4622 or 45333-8203.
TENNESSEE MOTOCROSS
Candies Creek MX, Cleveland. Info 615/479-3470 or 478-3178.
TENNESSEE MOTOCROSS
TN State C'ship Series. Dallas Ricker Sports Complex, between Kingsport & Greeneville. Info 615/323-5497.
TEXAS MOTOCROSS
• AMA. Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422.
TEXAS HARE SCRAMBLES
• TX CC Racing Assn. 50 Mile. Longview. Info 214/775-6278.
TEXAS MOTOCROSS
Moto Tex Racing. Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS MOTOCROSS
• Mustang Tracks, Alvin. Info 713/488-8563.
WASHINGTON MX/TT/CC
Squisher Racing. Horn Rapids ORV, Richland. Info 509/837-4438.
WASHINGTON MOTOCROSS
Gold Star Series. Jolly Rogers Raceway, Seattle. Info 206/246-8484.
WYOMING MOTOCROSS
SRAC/Cheyenne Cycle Club, Cheyenne. Info 303/989-7436.

May 4

CALIFORNIA MOTOCROSS
• CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
• Class A Speedway. Cal-Expo, Sacramento. Info 916/485-8619 or 489-0476.
CALIFORNIA DRAGS
• Baylands Raceway Park, Fremont. Info 415/651-2545.
VIRGINIA SHORT TRACK
Ten Men Promotions. VA State Fairgrounds, Richmond. Info 804/270-3074.

May 5

CALIFORNIA SPEEDWAY
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
• AMA/Agajanian Ent. Ascot South Bay Stadium, Gardena. Info 213/515/5115.
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

May 6

CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
• CMC. Spring Classic #4. Ascot Raceway Park, Gardena. Info 714/261-6116.
CALIFORNIA SPEEDWAY
• AMA. Gold Country Speedway Fairgrounds, Auburn. Info 916/448-7557.
CALIFORNIA SHORT TRACK
• BRA. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/439-7735 or 517/522-4380.
NEBRASKA MOTOCROSS
Kam Raceway, Hastings. Info 402/463-4717.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
PENNSYLVANIA MOTOCROSS
AMA/D-5. Motordrome Speedway, Smithton. Info 304/594-1157 or 412/872-5110.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX, Riverside Speedway, Travelers Rest. Info 704/685-3033.

May 7

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/4777-6848 or 477-5389.
ARKANSAS MOTOCROSS
• Cleburne County Speedway, Heber Springs. Info 501/362-6474.
CALIFORNIA ULTRACROSS
• MTEG C'ship Series. Rose Bowl, Pasadena. Info 714/938-4100.
CALIFORNIA HALF MILE
• AMA Grand Nat'l C'ship Dirt Track Series. Agajanian Ent. Ascot Park, Gardena. Info 213/321-5323.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/583-7486.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441 or 727-1171.
CALIFORNIA SHORT TRACK
• R & D Ent. Salinas Valley Fairgrounds, King City. Info 408/449-7367.
CONNECTICUT JR ENDURO
NETRA C'ship Jr. Series. Boneyard Enduro, Meriden. Info 203/875-5757.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
GEORGIA MOTOCROSS
Rome Cycle Ranch, Rome. Info 404/235-3454.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
MICHIGAN MOTOCROSS
AMA/D-14. Red Bud T N T, Buchanan. Info 616/695-1074.
NEW YORK ST/SCRAMBLES
Paradise Speedway, Geneva. Info 315/789-7293.
NORTH CAROLINA MOTOCROSS
Silver Creek Knob MX Park, Morganton. Info 704/584-2808.
OHIO SHORT TRACK/TT
Crossfire Racing. Mathias Raceway, New Philadelphia. Info 216/682-9231.
OHIO SHORT TRACK
Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
PENNSYLVANIA SHORT TRACK
Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Berwick. Info 717/759-2841.
PENNSYLVANIA MOTOCROSS
AMA/D-5. Pleasure Valley Raceway, Armaugh. Info 814/539-4114.
SOUTH CAROLINA MOTOCROSS
Dixieland Racing. Secession MX Track, Anderson. Info 803/296-5983.
WASHINGTON MOTOCROSS
MXNW C'ship. Woodland Winter Track, Woodland. Info 503/667-5701.

May 7-8

CALIFORNIA MOTOCROSS
NMA MX. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
COLORADO MOTOCROSS
SRAC/PMI. Pueblo. Info 303/989-7436.
MICHIGAN MOTOCROSS
AMA/D-14. Baja Acres, Millington. Info 517/871-3356.
OHIO MOTOCROSS
Loretta Lynn's Area Qualifier. Motosport Trails, Millport. Info 216/821-2966.
TEXAS MOTOCROSS
AMA. Loretta Lynn's S. Central Area Qualifier. Mesa Raceway, Fritch. Info 807/857-2235.

May 8

ALASKA MOTOCROSS
AMRA C'ship Series. Brayan Rambur Memorial. Kincaid Park, Anchorage. Info 907/344-8229 or 346-3699.
CALIFORNIA HARE & HOUND
AMA/D-37. Desert Diggers MC. Soggy Dry Lake, Lucerne Valley. Info 714/798-7436 or 213/320-9615.
CALIFORNIA DESERT RACE
• AMA/D-38. 6th Sweethearts Kiss Dez Race. Fudpucker Racing Team. Ancient Dry Lakebed, Imperial County. Info 619/427-5759.
CALIFORNIA SHORT TRACK
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
DRC. DeAnza Cycle Park, Sunnymead. Info 714/653-6110 or 242-5840.
CALIFORNIA YSR50 RACE
YSR50 C'ship Series. Willow Springs Int'l Raceway, Willow Springs. Info 619/967-9811.
FLORIDA MOTOCROSS
FMC Spring Series. MX of Marion County, Reddick. Info 904/591-2050 or 591-2377.
GEORGIA MOTOCROSS
GA-AL Series. Rome Cycle Ranch, Rome. Info 404/235-3454.
IDAHO EUROPEAN SCRAMBLES
Black Derby Racing Inc. Little Gem Cycle Park, Emmett. Info 208/467-3593.
IDAHO MOTOCROSS
Fossil Bowl, Clarkia. Info 208/245-3608.
ILLINOIS MOTOCROSS
District Qualifier. Bloomington Normal MC, Wapella. Info 309/467-3378.
INDIANA MOTOCROSS
• AMA/D-15. Knobby Hill MX, Hortonville. Info 317/758-6200.
INDIANA HARE SCRAMBLES
Stoney Lonesome MC, Columbus. Info 812/379-2312.
KENTUCKY MOTOCROSS
Greenbo MX, Argillite. Info 606/473-7590.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
MICHIGAN MOTOCROSS
MRA. Wheel Wars, Harrison. Info 517/539-6033.
MICHIGAN ENDURO
D-14 C'ship Series. Moorestown. Info 616/429-6126.
NEBRASKA ENDURO
Blue Ridge Cycle Assn. Chadron Fairgrounds, Chadron. Info 308/432-4266 or 665-2059.
NEVADA MOTOCROSS
• Las Vegas Int'l Raceway, Las Vegas. Info 702/365-1080.
NEW JERSEY MOTOCROSS
• AMA/D-6. Raceway Park, Englishtown. Info 201/446-6331 or 446-6740.
NEW YORK MOTOCROSS
WNYSC. Motorsports Complex. Frozen Ocean MX Park, Auburn. Info 315/784-5466 or 716/352-5738.
NORTH CAROLINA MOTOCROSS
AMA/D-13. Elizabeth City MC, Elizabeth City. Info 919/335-5489.
NORTH CAROLINA MOTOCROSS
• NAME Spring Series. Rolling Hills Cycle Park, Reidsville. Info 919/342-4492 or 803/378-4715.
NORTH CAROLINA HARE SCRAMBLES
NC H.S. Assn./Carvers Creek Firemen Assn. Fayetteville. Info 919/488-7503.
NORTH CAROLINA MOTOCROSS
• Carolina Spring Series. Montrose MX, Raeford. Info 919/875-3805.
OHIO MOTOCROSS
Sunset Ramblers MC, Galion. Info 419/756-8601 or 614/389-5268.
OHIO HARE SCRAMBLES
Salem MC, Salem. Info 216/427-6645.
OHIO MOTOCROSS
• AMA/D-11. Dirt Country MX Park, Blanchester. Info 513/791-8970 or 625-9987.
OKLAHOMA MOTOCROSS
• Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
PENNSYLVANIA MX/HARE SCRAMBLE
M & G Racing. PA State MX C'ship. Beaver Valley Raceway, Hookstown. Info 412/693-2880.
PENNSYLVANIA MOTOCROSS
Hurricane Hills Sports Center, Clifford. Info 717/587-2190 or 222-9290.
SOUTH CAROLINA MOTOCROSS
• 125/250cc Nat'l C'ship. Secession MX, Anderson. Info 803/296-5983.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
SOUTH CAROLINA MOTOCROSS
• B & B Promotions. Spring Series. Hardeeville. Info 912/355-1816.
TENNESSEE MOTOCROSS
Candies Creek MX, Cleveland. Info 615/479-3470 or 478-3178.
TENNESSEE MOTOCROSS
Boyd's Creek MX, Sevierville. Info 615/453-8947 or 453-8546.
TENNESSEE MOTOCROSS
Dallas Ricker Sports Complex, between Kingsport & Greeneville. Info 615/323-5497.
TENNESSEE MOTOCROSS
Thunder Hill MX, Cleveland. Info 615/472-0298 or 479-1340.
TENNESSEE MOTOCROSS
Candies Creek MX, Cleveland. Info 615/478-3178.
TENNESSEE MOTOCROSS
Boyd's Creek MX, Sevierville. Info 615/453-8947 or 453-8546.
TEXAS MOTOCROSS
• AMA. 4th Annual Kent Howerton Series. Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422.
TEXAS MOTOCROSS
• Burleson MX Park, Burleson. Info 817/295-8908 or 295-1760.
TEXAS MOTOCROSS
• Bastrop Raceway, Bastrop. Info 512/321-9861.
WASHINGTON HARE SCRAMBLES
AMA/NMA. Nat'l C'ship Series. Seafair City MC. Thurston Gray Harbor Co. ORV Park, Olympia. Info 206/833-7313.
WASHINGTON MOTOCROSS
• CMC. NW Gold Star MX Series. Washougal MX Park, Washougal. Info 503/673-16711.

May 11

CALIFORNIA MOTOCROSS
• CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
• Class A Spdwy. Cal-Expo, Sacramento. Info 916/485-8619 or 489-0476.
CALIFORNIA DRAGS
• Baylands Raceway Park, Fremont. Info 415/651-2545.
VIRGINIA SHORT TRACK
Ten Men Promotions. VA State Fairgrounds, Richmond. Info 804/270-3074.

May 12

CALIFORNIA SPEEDWAY
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
• AMA/Agajanian Ent. Ascot South Bay Stadium, Gardena. Info 213/515-5115.
OREGON MOTOCROSS
Portland Int'l Raceway, Portland. Info 503/620-1020.

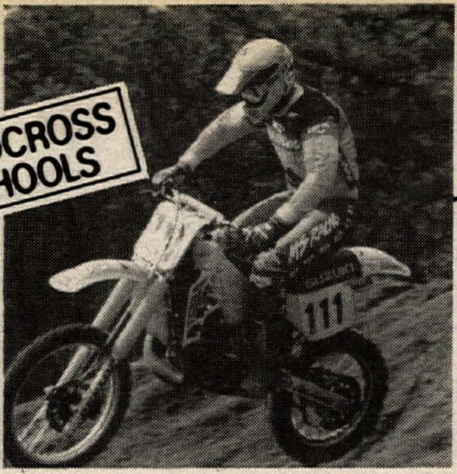
May 13

CALIFORNIA MOTOCROSS
• CMC. Ascot Raceway Park, Gardena. Info 714/261-6116.
CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA SPEEDWAY
• AMA. Gold Country Fairgrounds, Auburn. Info 916/448-7557.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/439-7735 or 517/522-4380.
NEBRASKA MOTOCROSS
Kam Raceway, Hastings. Info 402/463-4717.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
WASHINGTON TT
• Darrell Davis Western Regional TT C'ships. Mt. St. Helen's MC, Castle Rock. Info 206/274-4346.

May 14

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
CALIFORNIA SHORT TRACK
• R & D Ent. Salinas Valley Fairgrounds, King City. Info 408/449-7367.
CALIFORNIA MOTOCROSS
Steve Wright Racing. CA Mid-Winter Fairgrounds, Imperial. Info 619/579-0637.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441 or 727-1171.

Tony D. MOTOCROSS SCHOOLS



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There's no need to travel half way across the country to attend a motocross school. Not when the best one will come to you. TONY D., multi-time U.S. Motocross Champion, will soon be in your area to help you sharpen your riding skills and show you how to make a track work for you. He has been joined by a group of fine sponsors to produce an outstanding series of riding schools and indoor seminars. Also operating private and small group lessons. Sign up soon for the one nearest you.

ATTENTION SUZUKI OWNERS!
Suzuki owners can attend any of our schools* **"FREE"** by stopping at your local Suzuki dealer or contacting us for more information. * Excluding Unidilla.

TONY D MOTOCROSS SCHOOLS
428 W. Maple St. / Hazleton, PA 18201 / (717) 454-1973

1988 SCHEDULED MX SCHOOLS

LOCATION	TRACK EVENT	DATE
West Hampton, NY	W. Hampton Raceway	4/29-30
Reidsville, NC	Rolling Hills	5/7
Binghampton, NY	Broome-Tioga Spts. Ctr.	5/15
Middleboro, MA	Middleboro, MX (NEMA)	5/20-21
Southwick, MA	MX 338 - *Special Guest:* * **BOB HANNAH** *	5/23
Clifford, PA	Hurricane Hills	5/28
Mt. Morris, PA	Highpoint MX	5/30
Terre Haute, IN	Pro Caliber	6/3-4
Troy, OH	Kenworthy G.P. Club	6/10-11
Englishtown, NJ	Raceway Park - *Special Guest* * **BOB HANNAH** * NJ Suzuki State Championship	6/13-14
Delmont, PA	Steel City MX	6/17-18
Millville, MN	Spring Creek MX	6/20-22
Lake Mills, WI	Aztalan Cycle Park	6/24-25
Detroit, MI	Baja Acres	6/27-28
Buchanan, MI	Red Bud MX	7/4-5
Binghampton, NY	Broome-Tioga Spts. Ctr.	7/11-13
Bloutville, TN	Muddy Creek, MX	7/15-16
Linville, OH	Honda Hills	7/18-21
Unadilla, NY	Unadilla Valley Spts. Ctr.	7/25
Ponca City, OK	Ponca City MX	7/29-30
Hurricane Mills, TN	Loretta Lynn AM National	8/7-8
Aquasco, MD	Aquasco Raceway	8/19-20

Coming To The WESTERN STATES This Fall

BEL-RAY · REACT Product Design & Development · Arai · SCOTT USA · MS RACING · DUNLOP · TSUBAKI

"Our Goal Is To Give You The Best Motocross Instruction Available" TONY D

CRC Present . . .
11th ANNUAL
DUNESTOWN
OVER $20,000 IN PRIZES PLUS TROPHIES
1988 RACE SERIES

Sunday, May 8, MX — L.A. County Raceway
Sportsman . . . Mail $17 Post $20 | $1,200 Pro Purse • 12 to make class
Pro . . . . . . Mail $25 Post $30 | Plus Contingencies
All entries receive O'Neal wallets

Sunday, May 15, MX — Edwards AFB
Sportsman . . . Mail $17 Post $20 | $1,200 Pro Purse • 12 to make class
Pro . . . . . . Mail $25 Post $30 | Plus Contingencies
Plus $3 donation to Desert Wheels
All entries receive O'Neal grips

Sunday, May 22, MX — Glen Helen Raceway
Sportsman . . . Mail $17 Post $20 | $1,200 Pro Purse • 12 to make class
Pro . . . . . . Mail $25 Post $30 | Plus Contingencies
All entries receive O'Neal crossbar pads

Sunday, May 29, MX — L.A. County Raceway
Sportsman . . . Mail $17 Post $20 | $1,200 Pro Purse • 12 to make class
Pro . . . . . . Mail $25 Post $30 | Plus Contingencies
All entries receive O'Neal UltraGrip gloves

DUNESTOWN CLASSIC GP LOS ANGELES COUNTY RACEWAY
TRACK INCLUDES: MOTOCROSS TRACK — DESERT — DRAG STRIP
Monday, May 30 $1,200 Pro Purse*
1st 100 entries receive O'Neal Hats
*less than 12 riders —
100% payback based on mail entry
Sportsman . . . Mail $20 Post $25
Pro . . . . . Mail $25 Post $30
Non Members add $5

Mail entries to:
CRC
37045 Ran Dr.
Palmdale, CA 93550
(805) 272-8889

CYCLE NEWS Weekly news, not monthly history

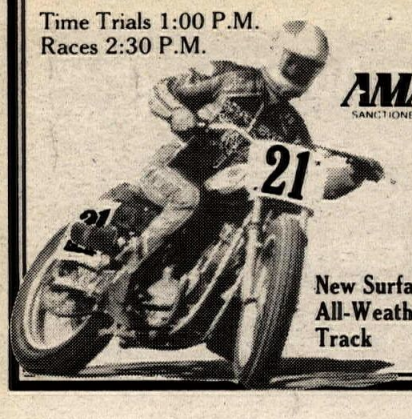
FROZEN OCEAN MOTO-X PARK, INC.
R.D. #2, Vanderstouw Rd., Box 371
Auburn, New York 13021
315-784-5466

Located eight miles south of Auburn, NY, take Route 38A to Twelve Corners Rd., right to Vanderstouw Rd.

1988 MOTO-X SCHEDULE
Western New York Sports Committee Points
MAY 8 | JUNE 19 | AUGUST 21
JUNE 5 | AUGUST 7 | OCTOBER 9
District 3 Points May 30
Showers • Heated Bathrooms • Concessions
Overnight Camping • Excellent Pits & Parking
THE TRACK WITH THE RIDER & SPECTATOR IN MIND
Info: **(315) 784-5466 Bill Denman**
(716) 352-5738 Dave Robinson

YORK MOTORCYCLE CLUB

Time Trials 1:00 P.M.
Races 2:30 P.M.



AMA SANCTIONED

30th ANNIVERSARY
CHAMPIONSHIP
HALF MILE
$6,000.00 PURSE

Memorial Day • Monday, May 30
YORK FAIRGROUNDS, YORK, PA

New Surfaced All-Weather Track

For Information, Contact: Bud Laugerman, 1377 Spahn Ave., York, PA 17403, 717/854-3214

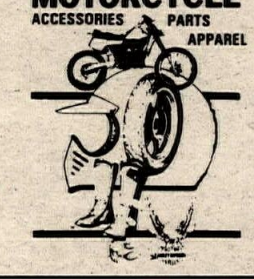
Cycle News readers — the first to know!

INTER-SHOWS

Presents Coors BEER

MOTORCYCLE
SWAPMEET
FRIDAY, MAY 6
5 p.m. to 10 p.m.

MOTORCYCLE
ACCESSORIES PARTS APPAREL



24 Hour Info: (714) 364-2542
Orange County Fairgrounds, Costa Mesa, CA

BUY OR SELL

Sellers: Hurry and reserve your spaces... they go quickly. Spaces include 10'x10' areas for $20, and 10'x15' and prime spaces for $30. There's a special area for selling motorcycles, too. For $10 anybody can display a bike in a Motorcycles-Only area so people can see what you have to sell. Anyone can be a seller.

SELLER'S SPECIAL
All prepaid spaces prior to Monday, May 2.
$5.00 DISCOUNT PER SPACE

INTER-SHOWS
BOX 2910/MISSION VIEJO, CALIFORNIA 92690
Office Hours: Tuesday & Thursday 10 a.m. to 2 p.m.
(714) 364-0515

Gary's
Warrior Motocross
Warrior, AL
2nd ANNUAL
HARE SCRAMBLES
MAY 15
Rain or Shine
Gates Open 9:00am
Race Starts 1:00pm
Info: (205) 647-5612
(205) 849-8069

AMRA Pro

PO BX 1644 Tarpon Sprgs, FL 34689 813/938-4573

Dear Friends, A special thanks for helping to make the Florida series a GREAT SUCCESS!!

Sincerely,
Royal W. Sherbet
Founding Director

HURRY! Get your race license or membership before May races! Mail this coupon TODAY for more info!

NAME _____
ADDRESS _____
CITY _____ ST ____ ZIP ____
PHONE _____ (check one) Pro license _____
Amateur lic ____ General Member ____ Mechanics' lic ____

MOTOCROSS OF
MARION COUNTY
Citra, Florida
MAY 8 FMC Points Race
Info: (904) 591-2050

AFM ROAD RACING 1988
May 21-22 Sears Point
May 28-29 Firebird Raceway
June 19 Sears Point
1134 Crane St. #216
Menlo Park, CA 94025
(818) 963-8676
(415) 327-0908 North Chapter

GLEN HELEN
OHV PARK

Sat. May 7	*NMA*	MX
Sun. May 8	*NMA*	MX
Sun. May 22	*CRC*	MX

Glen Helen OHV Park
P.O. Box 2937, San Bernardino, CA 92406

CMC Race With The Best

Fri. Apr. 29	Ascot Park, Gardena, CA Spring Classic Round #2
Sun. May 1	Barona Oaks, Ramona, Ca Spring Classic Round #3
Fri. May 6	Ascot Park, Gardena, CA Spring Classic Round #4

CA (714) 261-6116

Central Road Racing Club
OAK HILL RACEWAY
Henderson, Texas
April 30/May 1
Rider's School Prac. • SAT.
Reg. Sprints/Yamaha • SUN.
(713) 464-8545

GRAND PRIX So. Cal. DOUBLE CROSS
DOUBLE CROSS RACING
MAY 8
Apache Raid G.P.
Butterfield
INFO: (714) 371-6333

Speedway
APRIL 29
Costa Mesa, CA
Info - (714) 492-9933

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MINICYCLE
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MOTOCROSS

NATIONAL & REGION ACTIVITIES
SANCTIONS — MEMBERSHIPS
CONTACT NMA
P.O. BOX 46
NORWALK, CA 90650
(213) 868-8112

SRA California Schedule

May 1 Carlsbad	June 26 Perris
May 29 Carlsbad	July 31 Carlsbad

Info (714) 957-2985

FAMILY ENDURO
S.C.E.C. Tenderfoot
May 15 • Lucerne
CRC Points • SDEA Points • Sat. Poker Run
Info (714) 689-6114

CALIFORNIA TT SCRAMBLES
R.L. Promotions. Spinners Airport Raceway, Porterville. Info 209/784-6301.
CALIFORNIA POKER RUN
SCEC. Lucerne Valley. Info 714/689-6114.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/583-7486.
COLORADO SUPERCROSS
SRAC/E & M. Island Grove Park, Greeley. Info 303/989-7436.
FLORIDA SHORT TRACK/MX
• Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
GEORGIA ROAD RACE
• AMA Camel Pro C'ship Series. Road Atlanta, Braselton. Info 404/967-6143 or 881-8233.
ILLINOIS SCRAMBLES
Belleville Enduro Team, Inc., Belleville. Info 618/234-3200.
INDIANA MOTOCROSS
AMA/D-15. H. Cubed, Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
NEW JERSEY SUPERCROSS
• AMA/Pace Promotions. Giant Stadium, E. Rutherford. NEW YORK MOTOCROSS
• AMA. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997.
NEW YORK SHORT TRACK/TT
Kelly's Motorsports Park, Batavia. Info 716/688-5176 or 343-1637.
NEW YORK ST/SCRAMBLES
Paradise Speedway, Geneva. Info 315/789-7293.
OHIO TT SCRAMBLES
Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
PENNSYLVANIA SUPERCROSS
SX C'ship. Trail-Way Speedway, Hanover. Info 717/359-4310.
WASHINGTON TT
• AMA 600 Nat'l C'ship Dirt Track Series. Mt. St. Helen's MC, Castle Rock. Info 206/274-8402.

May 14-15

ALABAMA ROAD RACE
WERA C'ship Series. Talladega Gran Prix Raceway, Talladega. Info 205/362-6370 or 362-7010.
CALIFORNIA SAND DRAGS
USA Sand Drags. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA ROAD RACE
• WSMA/Formula USA. Willow Springs Int'l Raceway, Willow Springs. Info 805/256-2471.
CALIFORNIA OFF ROAD POKER RUN
MDA. Slash X Cafe, 12 mi S. of Barstow, Barstow. Info 619/252-2169.
CALIFORNIA TRIAL
SDTR/ATA/AMA. Las Cresta Classic III. La Cresta Highlands, Temecula. Info 619/449-4980.
FLORIDA MOTOCROSS
NMA Qualifier. Hyman Myers Speedway Park, Tallahassee. Info 904/656-2915.
KANSAS SHORT TRACK
Wichita Jeeps MC, Wichita. Info 316/685-0223.
MICHIGAN MX/ST/TT SCRAMBLES
AMA/D-14. Moreland's Supercross Park, Stanton. Info 517/235-4105.
NEW YORK DRAGS
• Dragbike! Nat'l C'ship Series. 12th Annual Northeast Nationals. Cicero. Info 315/735-1661.
OHIO MOTOCROSS
AMA. Area Qualifier. C.O.C.R., Sugar Grove, Lancaster. Info 614/687-5902.
OREGON ROAD RACE
OMRRA. Sat. WERA Endurance, Sun. Sprints. Portland Int'l Raceway, Portland. Info 503/221-1487.
VIRGINIA DRAGS
• AMRA Nat'l C'ship Series. Colonial Beach Dragway, Colonial Beach. Info 312/250-0838.

May 15

ALABAMA MOTOCROSS
Ft. Mitchell MX, Ft. Mitchell. Info 205/855-3510.
ALABAMA HARE SCRAMBLE
Gary's Warrior MX Park, Warrior. Info 205/849-8069 or 647-5612.
ALASKA MOTOCROSS
AMRA C'ship Series. Kincaid Park, Anchorage. Info 907/344-8229 or 346-3699.
ARIZONA ROAD RACE
GSXR Cup Series. AMA/CCS S.W. Region. Firebird Int'l Raceway, Chandler. Info 602/583-8859.
ARKANSAS MOTOCROSS
Bull Creek MX, Beebe. Info 501/882-3886.
CALIFORNIA MOTOCROSS
• Steve Wright Racing/ Valley Cycle Challenge. CA Mid-Winter Fairgrounds, Imperial. Info 519/579-0637.
CALIFORNIA SHORT TRACK
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA ENDURO
SCEC. Family Enduro. Lucerne Valley, Lucerne. Info 714/689-6114.
CALIFORNIA MOTOCROSS
CRC. Edwards Air Force Base, Edwards. Info 805/272-8889.
CALIFORNIA MOTOCROSS
Porterville Spinners Airport Raceway, Porterville. Info 209/784-6301.
CALIFORNIA MOTOCROSS
• CMC. Marysville MX, Marysville. Info 916/695-2727.
CALIFORNIA MOTOCROSS
• CMC. Spring Classic #5. Butterfield MX, Temcula. Info 714/261-6116.
CALIFORNIA MOTOCROSS
CMMC. Barona Oaks Raceway, Ramona. Info 619/444-8116.
CALIFORNIA MOTOCROSS
• CMC. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• SMX. DeAnza Cycle Park, Sunnymead. Info 714/583-7486.
COLORADO TRIALS
RMTA C'ship Series & Senior Series. Stock Ranch, Canon City. Info 303/330-2923 or 475-2018.
COLORADO ROAD RACE
MRA C'ship Series. Denver. Info 303/443-7446.
CONNECTICUT ENDURO
NETRA C'ship Series. New England C'ship. Somers. Info 203/875-5757.
FLORIDA MOTOCROSS
FMC Spring Series. Ocala MX, Ocala. Info 904/225-5320 or 622-9400.
FLORIDA MOTOCROSS
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
GEORGIA TRIALS
STRA C'ship Series. Observed Trails. Dalton. Info 615/967-3008.
GEORGIA MOTOCROSS
GA/AL Series. Hillbilly Hills, Roberta. Info 912/836-4400.
IDAHO HARE & HOUND
AMA/Dirt MC. Nat'l H & H. Murphy. Info 208/466-9692 or 465-7536.
ILLINOIS SCRAMBLES
• Bloomington-Normal MC, Wapella. Info 309/467-3378.
KANSAS MOTOCROSS
Coal County MX, Pittsburg. Info 316/231-7643.
KENTUCKY MOTOCROSS
Sportstown USA/J.D. Snead. Ohio Valley Raceway MX, West Point. Info 502/351-4442 or 935-7674.
MARYLAND MOTOCROSS
Antietam MC, Hagerstown. Info 301/797-8686.
MASSACHUSETTS SHORT TRACK
Sky Cycle & GJM Promotions. Wallace Civic Center, Fitchburg. Info 617/943-9197.
MICHIGAN OBSERVED TRIALS
Michigan Ontario Trials Assn. Bent Fenders MC, Mephis. Info 313/743-0280.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, between Coldwater & Bronson. Info 517/522-4380.
MISSOURI HARE SCRAMBLES
MO C'ship. Spare Parts MC, Jamestown. Info 314/392-2475.
NEW HAMPSHIRE MOTOCROSS
NESC C'ship Series. Bryar Motorsports Park, Loudon. Info 413/772-0685.
NORTH CAROLINA MOTOCROSS
AMA/N.C. State C'ship. Devil's Ridge, Sanford. Info 919/776-2412.
OHIO ENDURO
AMA/D-11. Appalachian Dirt Riders. Jackson County Fairgrounds, Wellston. Info 614/384-6379.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City.Info 405/390-2100 or 732-0212.
OREGON MOTOCROSS
MXNW C'ship. Mt. View Raceway, Sandy. Info 503/668-9409.
PENNSYLVANIA HARE SCRAMBLES
Brandywine Enduro Riders, Parkesburg. Info 215/647-2363 or 269-5463.
PENNSYLVANIA SHORT TRACK
AMA/D-6. Flying Dutchmen MC, Pine Grove. Info 717/345-6340 or 345-8918.
PENNSYLVANIA ENDURO
AMA. Rew Volunteer Fire Dept. Rew Fire Hall, Rew. Info 814/465-9313.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
TENNESSEE MOTOCROSS
• Smoky Mountain MX, Pigeon Forge. Info 615/453-4622 or 453-8203.
TENNESSEE MOTOCROSS
Candies Creek MX, Cleveland. Info 615/479-3470 or 478-3178.
TENNESSEE HARE SCRAMBLES
State C'ship Series. Dallas Ricker Sports Complex, between Kingsport & Greeneville. Info 615/323-5497.
TEXAS HARE SCRAMBLES
50 Mile. TX CC Racing Assn. Nacogdoches. Info 214/775-6278.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS SHORT TRACK/RALLY
AMA. Devil's Bowl Speedway, Dallas. Info 817/488-9133.
TEXAS MOTOCROSS
• Mustang Tracks, Alvin. Info 713/488-8563.
TEXAS MOTOCROSS
• Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422.
VIRGINIA HARE SCRAMBLE
VA C'ship Series. Rattlesnake HS, Rural Retreat. Info 703/228-6566/3118.
WASHINGTON TRIALS
Puget Sound Trialers. Tinkham. 206/824-9717.
WEST VIRGINIA CROSS COUNTRY
• AMA/AATVA/Wiseco Grand Nat'l Series. Winter Place GNCC. Beckley. Info 304/594-1157.

May 18

CALIFORNIA DRAGS
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
• Class A Speedway. Cal-Expo, Sacramento. Info 916/485-8619 or 489-0476.
CALIFORNIA MOTOCROSS
• CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.
VIRGINIA SHORT TRACK
Ten Men Promotions. VA State Fairgrounds, Richmond. Info 804/270-3074.

May 19

CALIFORNIA SPEEDWAY
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
• AMA/Agajanian Ent. Ascot South Bay Stadium, Gardena. Info 213/515-5115.
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

May 20

CALIFORNIA MOTOCROSS
• CMC. Spring Classic #6. Ascot Raceway Park, Ascot. Info 714/261-6116.
CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA SHORT TRACK
BRA. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
CALIFORNIA SPEEDWAY
• AMA. Gold Country Speedway Fairgrounds, Auburn. Info 916/448-7557.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/439-7735 or 517/522-4380.
NEBRASKA MOTOCROSS
Kam Raceway, Hastings. Info 402/463-4717.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO MOTOCROSS
• Honda Hills, Linnville. Info 614/323-3766 or 228-0690.
OHIO SHORT TRACK
Lawrenceburg MC Speedway, Cincinnati. Info 513/662-7759.
PENNSYLVANIA MOTOCROSS
AMA/D-5. Motordrome Speedway, Smithton. Info 304/594-1157.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

May 20-22

CALIFORNIA RALLY
MMA. Frog Jumps. Blue Oaks Campground, Lake Don Pedro. Info 916/442-4727.
KENTUCKY DRAGS
• IDBA C'ship Series. Super Nationals. Beech Bend Park, Bowling Green. Info 205/849-7886 or 800-553-IDBA.
MEXICO GRAND PRIX
On-Dirt Magazine/Baja Promotions. Tecate GP. Central Plaza, Tecate. Info-818/992-6355 or 340-5750.

May 21

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ARKANSAS MOTOCROSS
• Cleburne County Speedway, Heber Springs. Info 501/362-6474.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441 or 727-1171.
CALIFORNIA SPEEDWAY
• AMA. Mother Goose Racing. Napa Speedway Fairgrounds, Napa. Info 707/252-8772.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/583-7486.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SAND DRAGS/MX
• Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA SUPERCROSS
Southern Supercross
Tunnel Hill. Info 404/259-5092 or 278-1570.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.

GEORGIA MOTOCROSS
● Supercross of Ringgold, Ringgold. Info 404/937-3372.
NEVADA MOTOCROSS
Las Vegas Int'l Raceway, Las Vegas. Info 702/365-1080.
NEW YORK ST/SCRAMBLES
Paradise Speedway, Geneva. Info 315/789-7293.
NORTH CAROLINA MOTOCROSS
Silver Creek Knob MX Park, Morganton. Info 704/584-2808.
OHIO MOTOCROSS
● Honda Hills, Linnville. Info 614/323-3766 or 228-0690.
OHIO MOTOCROSS
● AMA/D-11. Holeshot Hills, Harrison. Info 513/738-3914.
OHIO ST/TT SCRAMBLES
Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
PENNSYLVANIA MX/HARE SCRAMBLES
AMA/D-5. Pleasure Valley Raceway, Armaugh. Info 814/539-4114.
PENNSYLVANIA SHORT TRACK
Trail-Way Speedway, Hanover. Info 717/359-4310.
SOUTH CAROLINA MOTOCROSS
Dixieland Racing. Secession MX Track, Anderson. Info 803/296-5983.
TEXAS MOTOCROSS
Regional C'ship Warm-Up. Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422.

May 21-22

CANADA SUPERCROSS
● CMA C'ship Series. Olympic Stadium, Montreal, Quebec. Info 416/363-9035.
MICHIGAN ENDURO
D-14 C'ship Series. Rose City. Info 616/429-6126.
MISSOURI MOTOCROSS
MXP Series. Early Bird Shoot-Out. Fingerlakes State Park, Columbia. Info 314/474-4649.
TEXAS ROAD RACE
CRRC C'ship Series. Reg. Endurance & Nat'l Sprints. Texas World Speedway, College Station. Info 713/342-1902.
WISCONSIN DRAGS
Great Lakes Dragway, Union Grove. Info 414/462-5520.

May 22

ALABAMA MOTOCROSS
● Gary's Warrior MX, Warrior.Info 205/647-5612 or 849-8069.
ALASKA MOTOCROSS
AMRA C'ship Series. Kincaid Park, Anchorage. Info 907/344-8229 or 346-3699.
CALIFORNIA HARE & HOUND
AMA/D-37/Badgers MC.Charlie's Place, Red Mountain. Info 818/994-8065 or 805/273-2161.
CALIFORNIA MOTOCROSS/TT
CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889 or 714/880-1733.
CALIFORNIA MOTOCROSS
● CMC. San Hill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA MOTOCROSS
● CMC Spring Classic #7. Sunrise Cycle Park, Adelanto. Info 714/261-6116.
CALIFORNIA SIDECAR ROAD RIDE
So. Cal Sidecar Experience. Leave from Donut Inn, San Fernando Valley. Info 818/842-4437.
CALIFORNIA MOTOCROSS
DRC. DeAnza Cycle Park, Sunnymead. Info 714/653-6110 or 242-5840.
CALIFORNIA YSR50 RACE
YSR50 C'ship Series. Carlsbad Raceway, Carlsbad. Info 619/967-9811.
CALIFORNIA MOTOCROSS
● SMX. Perris Raceway, Perris. Info 714/583-7486.
COLORADO TRIAL
RMTA C'ship Series. Vintage Cup. Lefthand Canyon, Boulder. Info 303/330-2923 or 475-2018.
GEORGIA MOTOCROSS
FMC Spring Series. So. GA MX, Valdosta. Info 904/225-5320 or 912/244-6050.
GEORGIA MOTOCROSS
Rome Cycle Ranch, Rome. Info 404/235-3454.
ILLINOIS HALF MILE
● Brush Poppers MC. Whiteside County Fairgrounds, Morrison. Info 815/772-2753.
INDIANA HILLCLIMB
● AMA/Goshen Ironhorsemen. Goshen Ironhorsemen Clubgrounds, Goshen. Info 219/674-8061 or 293-3398.
KENTUCKY HARE SCRAMBLE
Rough Country MX, Henderson. Info 812/897-3800.
KENTUCKY MOTOCROSS
Greenbo MX, Argillite. Info 606/473-7590.
MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Ball Hill, Leominster. Info 203/875-5757.
MASSACHUSETTS JR ENDURO
NETRA C'ship Series. King Philip Jr. Wrentham. Info 203/875-5757.
MASSACHUSETTS MOTOCROSS
● AMA 125/250cc Nat'l C'ship Series. Motocross 338, Southwick. Info 413/772-0685.
MICHIGAN TRIALS
Observed trials. Michigan-Ontario Trials Assn. Great Lakes MC, Metamora. Info 313/293-2184.
MICHIGAN MOTOCROSS
MRA. Wheel Wars, Harrison. Info 517/539-6033.
NEVADA MOTOCROSS
NMA Nat'l. Las Vegas Int'l Raceway, Las Vegas. Info 702/365-1080.
NEBRASKA MOTOCROSS
North Platte MX Assn. Cornhusker MX Circuit, North Platte. Info 308/532-6660 or 534-6539.
NEW MEXICO DESERT RACE
● Oh My God 100. SW Off-Road Racing Ent. Albuquerque. Info 505/296-6506 or 296-7896.
OHIO MOTOCROSS
● Kenworthy's GP Club, Troy. Info 513/335-4763.
OKLAHOMA MOTOCROSS
● Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
OREGON SUPERCROSS
MXNW Series C'ship. Albany Supercross, Albany. Info 503/928-4474.
PENNSYLVANIA MX/HARE SCRAMBLE
AMA/D-5. PA State C'ship. Brownsville City Park, Brownsville. Info 304/594-1157.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
SOUTH CAROLINA MOTOCROSS
● B & B Promotions. Spring Series. Purrysburg MX, Hardeeville. Info 912/355-1816.
SOUTH CAROLINA MOTOCROSS
● NAME Spring Series. Camp Coker Motorsports Park, Society Hill. Info 919/342-4492 or 803/378-4715.
TENNESSEE MOTOCROSS
Candies Creek MX, Cleveland. Info 615/479-3470 or 478-3178.
TENNESSEE MOTOCROSS
● Dallas Ricker Sports Complex, between Kingsport & Greeneville. Info 615/323-5497.
TENNESSEE MOTOCROSS
Boyd's Creek MX, Sevierville. Info 615/453-8947 or 4553-8546.
TEXAS MOTOCROSS
● Burleson MX Park, Burleson. Info 817/295-8908 or 295-1760.
TEXAS MOTOCROSS
● Bastrop Raceway, Bastrop. Info 512/832-1274 or 321-9861.
TEXAS MOTOCROSS
TMC. South Forty ATV Track, Crane. Info 915/558-3989.
WASHINGTON MOTOCROSS
● CMC. NW Gold Star Series. Hannegan Speedway, Bellingham. Info 206/733-5130.
WISCONSIN HILLCLIMB
Hawkeye MC, Dickeyville. Info 319/557-8040.

May 25

CALIFORNIA DRAGS
● Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA MOTOCROSS
● CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
● Class A Speedway. Cal-Expo, Sacramento. Info 916/485-8619 or 489-0476.
VIRGINIA SHORT TRACK
Ten Men Promotions. VA State Fairgrounds, Richmond. Info 804/270-3074.

May 26

CALIFORNIA SPEEDWAY
● Baylands Raceway Park, Fremont. Info 415/651-2545.
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

May 27

CALIFORNIA MX/VINTAGE MX
● CMC/VMX. Ascot Raceway Park, Gardena. Info 714/261-6116.
CALIFORNIA SPEEDWAY
● Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA SPEEDWAY
● AMA. Gold Country Speedway, Inc. Gold Country Fairgrounds, Auburn. Info 916/448-7557.
NEBRASKA MOTOCROSS
Kam Raceway, Hastings. Info 402/463-4717.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/439-7735 or 517/522-4380.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
SOUTH CAROLINA SUPERCROSS
● Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

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Location of event: _____

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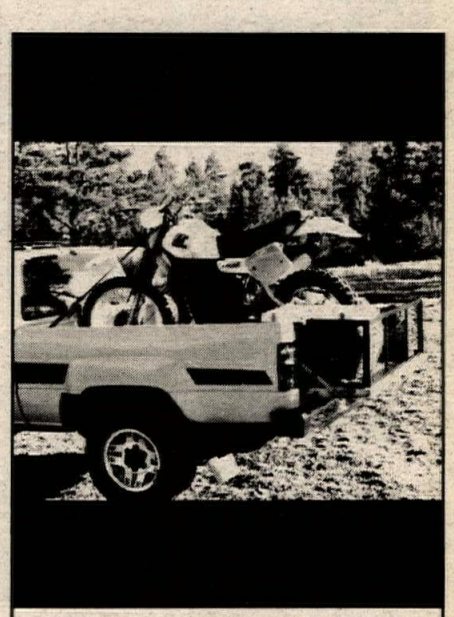

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RESULTS

Motocross
County Line Raceway
Vance, AL
Apr. 2
By Dixie Cash

50	
Jeremy Sides	Yam
100	
Mark Sides	Yam
125	
David Dillard	Kaw
250 C	
Paul Wilson	Kaw
Tommy O'Rear	Hon
Dennis Cummings	Yam
250 2 YR & OLDER	
Roy Jones	Kaw
ENDR	
Mike Gordy	Hon
James Sanders	Hon
OPEN	
David Miller	Hon

Motocross
Gary's Warrior Park
Warrior, AL
Apr. 10
By Gary Ross

JR MINI	
Steven Parrish	Kaw
Jason Nail	Suz
Kevin Allen	Yam
SR MINI	
Brandon Smith	Kaw
Jarrod Marshall	Suz
125 C	
Timmy Hargrove	Yam
Todd Miller	Suz
Brian Pearson	Hon
Troy Miller	Cag
Bart Harkins	Suz
250 C	
Jeff Martin	Hon
Rodney Owen	Hon
David Hammond	Yam
2 YR & OLDER	
Doug Leeth	Hon
Todd Miller	Suz
Scott Jerrell	Yam
Donny Burden	Hon
Pete Allen Jr.	Hon
MONEY RUN	
Brian Tucker	Hon
Doug Leeth	Hon
Joey Hargrove	Hon
250 A	
Brian Tucker	Hon
125 B	
Joey Hargrove	Hon

Motocross
Boyd's Creek MX Inc
Sevierville, TN
Apr. 10
By Vita Finchum

MINI	
Troy Crisp	Kaw
125	
Mitch McCarter	Hon
Marty Dyke	Yam
Scott Grubb	Cag
Jeff Ledford	Kaw
250	
Neil Capp	Hon
Mark Dyer	Suz
Brett Hull	Kaw
David Rodgers	Kaw
Linwood Stubbs	Kaw
OPEN	
Robbie Campbell	Hon
Randy Farris	KTM
Eddie Keller	Hon
Rick Moore	Yam
ENDURO	
Jackie Davis	KTM
Warren Bradly	Hon
Junior Atkins	KTM
Tim Brandin	KTM
John Gibson	Kaw
OVER 30	
Wayne Nix	Kaw
John Gibson	Hon
Chester Rollins	Kaw
SteveMargalow	Suz
Kirt McWilliam	KTM
PRACTICE	
Mitch McCarter	Hon
Marty Dyke	Yam
Eddie Keller	Hon
Curtis Stevens	Hon
Paul Wolf	Kaw

Motocross
NESC
Southwich, MA
Apr. 10

125 NOV A	
Brian Wheeler	Hon
Steve Purrier	Kaw
Ken Germain	Hon
Eric Howe	Suz
Pat Maiorino	Hon
250 NOV	
Jim Mailloux	Hon
Jamie Prior	Hon
Randy Messeck	Yam
Mike Dipippo	Hon
Tim Robare	Hon
125 NOV B	
Kevin Larner	Hon
Ken Lyons	Kaw
Jeff Hazelton	Suz
John Barry Jr.	Hon
Ed Smith	Hon
200/OPEN AM B	
Bob Jurzak	Kaw
Larry Davis	Suz
Bob Record	Yam
Bob Wright	Hon
Norm Hebert	Hon
125 AM	
David Fantini	Suz
J.R. Nadeau	Kaw
Jeff Haight	Hon
David Ouimette	Suz
Rich Ovesny	Kaw
250/OPEN AM A	
Gary Barker	Hon
Craig Seekins	Suz
David Vallee	Kaw
Tom Chouinard	Suz
Dean Gaudreau	Hon
125 EX	
Pat Barton	Hon
Bill Dzielak	Hon
David Rudnicki	Suz
David Antonuccii	Kaw
Randy McCann	Kaw
250/OPEN EX	
John Dowd	Suz
David Rudnicki	Suz
Randy McCann	Kaw
Wemyss Scott	Yam
Leo Fauteux	Kaw
VET	
Tom Janik	Hon
Ron Fogg	Hon
Rick Brunton	Kaw
Tim Thomson	Yam
Mike Napolitano	Hon
S/VET	
Dan Boone	Yam
Bob Swatik	Hus
Al Carniani	Suz
Jerry Borrello	Hon
Ron Vincent	Yam
85 BEG	
Bob Busa	Kaw
Jeff Proulx	Yam
Bryan Engstrom	Yam
Allan Ramella	Hon
Paul Matkowsky	Kaw
85 JR	
Joe Zimmerman	Kaw
ToddCampopiano	Suz
Rob Keller	Kaw
Dan Boone	Kaw
Kevin McLellan	Kaw
85 SR	
Tony Lorusso	Yam
Wally Silva	Yam
Scott Carter	Suz
Jason Buzzee	Kaw
Randy Dow	Kaw
125 BEG	
Steve Purrier	Kaw
William Dugay	Kaw
Jamie Foster	Kaw
Ryan Adams	Hon
Scott Spewock	Hon
125 JR	
Steve Harris	Kaw
Steve Sabol	Yam
Keith Goyette	Yam
Ron Jackson	Kaw
Trevor Lewis	Kaw
125 SR	
Tony Iorusso	Yam
Scott Carter	Yam
Andy Kirkpatrick	Hon
Ed Engstrom	Yam
Jason Buzee	Kaw

Motocross
Sleepy Hollow
Fredricksburg, PA
Mar. 20
By Thom Veety

125 A	
Brian Carroll	Kaw
Steve Herman	Kaw
Mark Pillon	Hon
Jimmy McIlvane	Hon
James Hauer	Yam
125 B	
Ty Wallace	Kaw
Tom Perone	Kaw
Steve Shelly	Kaw
125 C	
Todd Vogler	Kaw
Eric Koch	Yam
Alex Lyszczasz	Kaw
250 A	
Steve Herman	Kaw
Robby Hayes	Kaw
Brian Carroll	Kaw
Chris Brynildsen	Hon
Mark Pillon	Hon
250 B	
Andrew Bear	Hon
Jeff Oberdorff	Suz
Steven Genevese	Suz
250 C	
Bruce Cahoon	Hon
Randy Whitner	Hon
James Baker	Hon
OPEN A	
Bob Sorenson	KTM
Sandy Gorzelsky	Kaw
Mike Wagner	Hon
OPEN B	
Matthew Forman	Hon
Robert Simpson	Hon
Andrew Bera	Hon
S/SR	
Salvatore Benanti	Hon
Eric Swartwood	Yam
Barton Wert	Yam
SR A	
Jere Miller	Hon
Andrew Smith	Kaw
Tom Brennan	Hon
SR B	
Dave Roadermel	Kaw
Joe Hoffman	Kaw
Larry Rhodes	Yam
25+	
Greg Lykens	Hon
Bob Sorensen	KTM
Bruce Cahoon	Hon
50 MINI	
Tom Bridge	
60 MINI	
Bill Snook	Kaw
H. John Tallardy	Kaw
David Becha	Kaw
MINI 7-11	
Robert Hummer III	Hon
Ben Firestone	Suz
Billy Snook	Yam
MINI 12-13	
Damien Plotts	Yam
Shawn Martin	Kaw
Wayne Scott	Hon
MINI 14-15	
Steve Giboney	Hon
Rich Zupko	Kaw
Andy Ravert	Hon

Motocross
Evansville Raceway
Berwick, PA
Mar. 19
By Thom Veety

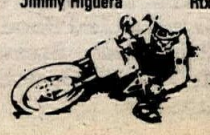
125 A	
Brian Carroll	Kaw
Barry McCarty	Suz
James McIlvane	Hon
Mark Pillon	Hon
Steve Earnest	Yam
250 A	
Brian Carroll	Kaw
Robby Hayes	Suz
Chris Brynildsen	Hon
Mark Pillion	Hon
Dan Portz	Yam
OPEN A	
Phil Carlin	Hon
James Fisher	Hus
60 MINI	
Billy Snook	Kaw
Devin Trexler	Kaw
Ken Davis	Kaw
MINI 7-11	
Newt Swartz	Suz
Billy Snook	Yam
Elmer Hanlem	Hon
MINI 12-13	
Damien Plotts	Yam
Shawn Martin	Kaw
Wayne Scott	Hon
MINI 14-15	
Steve Giboney	Hon
Carl Shook	Hon
Mike Locke	Kaw
125 B	
Jeff Yagloski	Yam
Steve Giboney	Hon
Don Collins Jr.	Yam
250 B	
Jeff Yagloski	Yam
Jeff Oberdorff	Suz
Travis Oberrender	Suz
OPEN B	
Nils Tribus	Hon
Dennis Cross	Kaw
Ron Kappus	Kaw
WDSMN	
Wade Olshefski	Kaw
Kermit Kitchen	Cag
Robbie Sponenberg	Kaw
S/SR	
Robert Hayes Sr.	Kaw
SR A	
James Fischer	Hus
Bob Bauman	Kaw
SR B	
Bernie Andrejack	KTM
Jeffery Brehn	Kaw
Joe Theis	Kaw
25+	
Phil Carlin	Hon
Ron Kappus	Kaw
Scott Sladovnick	Hon
125 C	
Michael Fritz	Yam
Michael Lindsey	Kaw
Calvin Cahoon	Hon
250 C	
Joe Reisinger	Hon
Peter Strelerz	Hon
Mahlon Kile	Kaw

Motocross
Green's Raceway
Desputanta, VA
Apr. 17
By Caryl Pigg

125 C	
Jamie Frazier	Hon
Troy Brewer	Yam
Greg Stevenson	Yam
Chris Taylor	Hon
Doug Chappell	Hon
125 A	
Pete Payne	Hon
Cliff Markham	Kaw
Timmy Barnes	Yam
Billy Martin	Kaw
Travis Daniels	Hon
125 B	
Brian Taylor	Suz
John Lee	Yam
Sonny Taylor	Kaw
Darrell Ruppel	Yam
Allen Painter	Yam
250 B	
Dwight Fraser	Hon
Sonny Taylor	Kaw
Kevin Edwards	Kaw
Robert Kemp	
Brennan Duncan	Hon
P/W	
Ashley Bruce	Kaw
Shane Brown	Kaw
Jake Hines	Kaw
Cord Whitley	Yam
May Glass	Yam
JR MINI	
Shane Brown	Kaw
Ben Stilley	Kaw
Ashley Bruce	Kaw
Mike Hacker	
Jake Hines	Kaw
SR MINI	
Ben Ricks	Yam
Tres Bruce	Kaw
Shawn Schultz	Kaw
Donnie Ward	Kaw
Scott Campbell	Kaw
250 C	
Chris Taylor	Yam
Chris Fernando	Hon
Wayne Curtis	Yam
Bobby Mason	Hon
J. McLaughlin	Kaw
OPEN B	
Richard Wendelken	Hon
Mike Curry	Yam
Kenneth Putt	Hon
John Carter	Kaw
Tim Morris	Hon
SR	
Sonny Mitchell	Hon
David Olds	Hon
Steven Hightower	Hon
Ben Stilley	Hon
Greg Driscoll	Suz
S/SR	
Mike LoPicolo	Hon
Dave Clark	Yam
Bob White	Hon
25+	
Sonny Mitchell	Hon
Rick Saunders	Hon
J.J. Dean	Hon
Alan Kocotas	Hon
Jerry Dubberly	Hon
250 A	
Mike Ryan	Hon
Bob Gerken	Hon
Pete Payne	Hon
Darrell Davenport	Kaw
Scott Holliman	Yam
OPEN A	
Mike Ryan	Hon
Bob Gerken	Hon
Rick Saunders	Hon
Greg Pieper	Hon
Trey Wilkinson	Hon

Short Track
Santa Maria Frgrds
Santa Maria, CA
Apr. 9
By Jack Barton

P/W	
Micheal Hannas	Suz
Jesse Dawson	Yam
60	
Johnny Murphree	Kaw
A.J. Herrera	Yam
80	
Danny Hart	Kaw
Don Hart	Yam
Johnny Murphree	Kaw
250 NOV	
Adam Enticknap	Hon
Allan Malm	Hon
Bill McNamara	Bul
Michelle DiSalvo	Yam
Tom Wilson	Yam
500 NOV	
David Lynch	Hon
James Roach	Hon
Allam Malm	Hon
Brad Roach	Hon
Johnny Johnson	Yam
600 NOV	
David Lynch	Hon
Mark Sheppard	Yam
Ron Byrd	Yam
Chuck Reynolds	Hon
Greg Heschke	Kaw
250 JR	
Bob Pack	Hon
Tracy Dawson	Yam
Trapper McDaniel	Yam
500 JR	
Bob Pack	Hon
Tracy Dawson	Yam
Trapper McDaniel	Yam
VET	
Ron Byrd	Yam
Tom DiSalvo	Tri
EX	
John Pack	Yam
Gary Ferravanti	Rtx
Kevin Crowley	Yam
Jimmy Higuera	Rtx



In the WIND

BY PAPA WEALEY

(Continued from page 2)

and experience what it's like to fly with the Blue Angels in San Diego, California. Hannah, who owns and flies his own airplanes, including a Pitts stunt plane, gave a speech to U.S. Navy enlisted personnel on the importance of motorcycle safety and was rewarded with the flight with the Blue Angels. He even got the chance to take the stick and fly the jet. "The plane flew me; I didn't fly it. It (the experience) went beyond my wildest dreams." When Hannah retires from racing, he wants to compete in aerobatic stunt flying contests.

Philippe Le Roux, chief executive officer of England's Norton Group, was in southern California April 22 exploring the possibility of importing Norton's 588cc rotary motorcycle into the United States. "We're taking a look at the U.S. market," Le Roux said. "We're not talking to (U.S.) distributors yet. We hope to introduce the bikes in America during the course of next year. We're building 500 bikes in 1988 for the British/European market. We hope to kick production up to 1000 units if we come to the United States. In 1989 we won't import a full 500 bikes. The first year we're looking at half that." If sold in the U.S., the Norton will retail for more than $10,000.

Bill West, promoter of the April 23 Tampa Supercross, says he will have a date secured for 1989 in Joe Robbie Stadium in Fort Lauderdale, Florida. "It's the home of the Miami Dolphins, and a great facility for Supercross," said West. "There's also a good chance that we'll bring Supercross back to Atlanta next season."

The Tampa Supercross "Gator Pit" had the real thing — at least until race time. Promoter Bill West had three live alligators in the on-track pit for pre-race activities.

The Tampa Tribune and Q-105 radio in Tampa sponsored a photo contest for all Supercross shutterbugs. Those who wanted to enter were allowed in a special photography area by a triple jump. After the winner is selected, the first-place photo will run in the Tampa Tribune.

A 600cc National mile will be held in conjunction with the Grand National Championship/Camel Pro Series San Jose Mile scheduled for May 22 at Santa Clara County Fairgrounds in San Jose, Califonia.

According to pre-entry lists for the San Jose Mile, 23 Expert riders will compete in both the Grand National/Camel Pro Series mile and the 600cc National mile slated for the same afternoon. Among the scheduled "double dippers" are two-time Grand National Champion Ricky Graham, Ted Boody, Billy Herndon, Chris Carr, Bryan Villella, Bryan McDowell, Don Estep, and Brian Atherton.

The program for the San Jose Mile has been altered to accomodate the running of Grand National and 600cc National miles on the same day. Thirty-six Grand National riders will qualify for three, 12-rider, 10-lap heat races; the top three riders from each heat will tranfer to the final; and the top four riders from each of two 12-rider, 10-lap semis will transfer to the 17-rider, 25-lap main event (there will be no last chance qualifier). For the 600cc race, 36 riders will qualify for three 12-rider, eight-lap heat races; the top three riders from each heat will transfer to the final; and the top three riders from each of two 12-rider, eight-lap semis will transfer to the 15-rider, 15-lap main event. The program also includes a $17,500, five-lap Camel Challenge sprint race for the six riders who qualify fastest for the Camel Pro Series/Grand National mile.

The AMA is negotiating with Dixie Speedway officials to schedule a 600cc National short track race at the Woodstock, Georgia, facility on October 23. The addition of the race to the 600cc National schedule is all but assured.

Jimmy Filice and fellow Californian Pete Hames will ride Hank Scott-built Honda RS750s for D&S Racing at each of the Grand National miles on the 1988 schedule. Filice, who finished 17th in the Sacramento Mile after dropping out of the race with possible engine problems, is confident that Scott's bikes will meet the test of National competition — Filice won the Novice National Championship in 1979 aboard a Hank Scott-tuned Yamaha. Hames made the move from the Gardner Racing Team, which uses Harley-Davidson XR750s, to D&S Racing because he wanted to try his hand at riding a Honda. The team was put together by Scott and Bob Donabedian.

Team Harley-Davidson's Chris Carr, who ran away with the season opener in 1987, knew before this year's first Grand National race that the competition would be tough. "I'd like to do it again," said Carr before practice at the Sacramento Mile, "but there probably isn't a snowball's chance in hell." Carr is confident that his '88 program, which features new motorcycles and a new mechanic, will give him a good shot at the National title. Carr, who finished fourth in the National standings in 1987, split with tuner Mert Lawwill in the off-season and replaced him with Texan Ken Tolbert. "I had four races last year where I broke down when I was in a top five position and I'm hoping to get away from that this year." Carr finished fourth in Sacramento.

Three-time National Champion Jay Springsteen, riding for Bartel's Harley-Davidson, plans to run all the miles and half miles on the 1988 schedule, and may take in one TT race at Peoria because, "I really like that place." When asked if he has considered retiring, Springsteen said, "Hey, I would never quit. I'm still having fun at it. I'd race forever if I could."

Did Jimmy Filice's win in the 250cc World Championship Grand Prix at Laguna Seca result in a flood of phone calls from race team managers offering him a myriad of contracts? "No, not at this time," said Filice with a smile during the Sacramento Mile. "I haven't been talking to anybody. I guess I'll have to wait and see what happens. I would love to go to Spain but it doesn't look possible; the Japanese rider should be well." Masahiro Shimizu missed Laguna Seca when he broke his wrist during testing, leaving the door open for Filice to ride the Erv Kanemoto-tuned, HRC Honda. "Hopefully, I can ride some GPs at the end of the year and hope for next year. I believe I can win the World Championship with machinery that is capable of winning. It was a thrill to win that race (Laguna Seca). I think I proved a lot there."

California Senator David A. Roberti (D-Los Angeles), chairman of the powerful Senate Rules Committee and the legislator who replaced OHV Commissioner Mike Bishop — an avid ATV enthusiast — with a member of the Sierra Club, was burned badly recently by his supposed environmental allies. "Legislators ought to be wary about ever having the Sierra Club as an ally," Roberti said on April 13. "They got me into a fight, deserted me when the fight got rough, and then started taking some shots at me." Last July, Roberti made a deal with the Sierra Club and Assemblyman Tom Hayden (D-Santa Monica) to remove Coastal Commissioner Gilbert Contreras, after Sierra Club members expressed fears Contreras would vote to approve a request from Occidental Petroleum to drill for off-shore oil along the California Coast. Roberti removed Contreras during the commission meeting, just before the vote was taken, and took a lot of heat for his action; he never mentioned Sierra Club involvement. When Hayden, backed by the Sierra Club, recently introduced a bill to prohibit the firing of commissioners in the middle of their two-year terms, Roberti called the move hypocritical and angrily took it as a slap in the face.

According to Dr. Harry Hurt, a research scientist for the University of Southern California, the federal government has failed to budget a dime for motorcycle accident research in the past seven and a half years, leaving the door open for so-called "experts" who don't understand motorcycles or motorcycling to conduct their own studies and draw their own conclusions. Hurt said many private researchers go into research projects without objectivity and with preconceived conclusions. Hurt's comments, made April 14 at a meeting of ACORP (American Coalition of Outdoor Recreation Publishers, a motorcycle/ATV press group), immediately brought to mind a study of Japanese-made, high-performance superbikes conducted by the Insurance Institute for Highway Safety. The IIHS research prompted U.S. Senator John C. Danforth (R-Missouri) to introduce the Motorcycle Safety Act of 1987, which would have banned Japanese superbikes. After several meetings with the AMA, Danforth later withdrew support for his own bill.

Dunlop Tire Corporation has signed a talented group of road racers as members of Team Dunlop for 1988. In alphabetical order they are: Doug Chandler, John Eidenberger, Donnie Green, Jamie James, John Kocinski, Tom Lynch, Reuben McMurter, Rich Oliver, Ricky Orlando, Joe Pittman, Doug Polen, Randy Renfrow, Scott Russell, Dave Sadowski, Paul Sharwell, Craig Trinder, Wesley Winchester and Scott Zampach. When racing in Production class events, Team Dunlop riders will be using Dunlop's K591 Elite SP tires.

Northern Californian Doug Chandler, who raced last year under the Freddie Spencer/SuperTrapp colors, said during a lull in activities at the Sacramento Mile that Spencer is no longer involved in Chandler's dirt track or road race programs. "He's in no position to be worrying about someone's sponsorship," said Chandler. "He's trying to decide what he's going to do. I don't blame him, he has to look out for himself."

In 1987, Doug Chandler attempted to win both the dirt track and road race titles, but he will focus on Camel Pro events in 1988. "We're going to concentrate on the Camel Pro Series. If there is a conflict between a Camel road race and a National dirt track, I'll have to miss the dirt track. It was just too hard to do all that racing last year. We tried it and it didn't really do us any good so we're going to be more realistic this time."

Orient, Ohio's Don Estep finished seventh at the Sacramento Mile on a Honda RS750 owned by Bubba Shobert and tuned by Shobert's mechanic Skip Eaken. Estep said he will ride Shobert's bikes on all the miles in 1988 and will contest half miles and TTs on his own equipment. "Bub's not gaining anything," said Estep, "he just wants to help me out." Shobert said, "I hate to just see the bike just sitting there and I think he's got some potential so we'll give him a chance to try it out. I don't really know what I'm going to do next year, and this might give Skip a jump on working with somebody." Shobert is hoping to land a GP road race ride for 1989.

When asked if it felt good to be riding one of Mert Lawwill's Harley-Davidsons, two-time Grand National Champion Ricky Graham said, "Oh! Hell yeah! I felt there was no way I wanted to quit. I still feel I'm as good as I ever was. It felt like a good, ol' Harley. Once, out of turn four in practice (at the Sacramento Mile), I felt like it was 1982 again (the year Graham won his first championship on a Tex Peel-tuned Harley). I just didn't have the right frame of mind to run as a privateer and have to worry about the finances and the riding. With my new deals, all I have to do is show up at the race track and ride, like I'm used to."

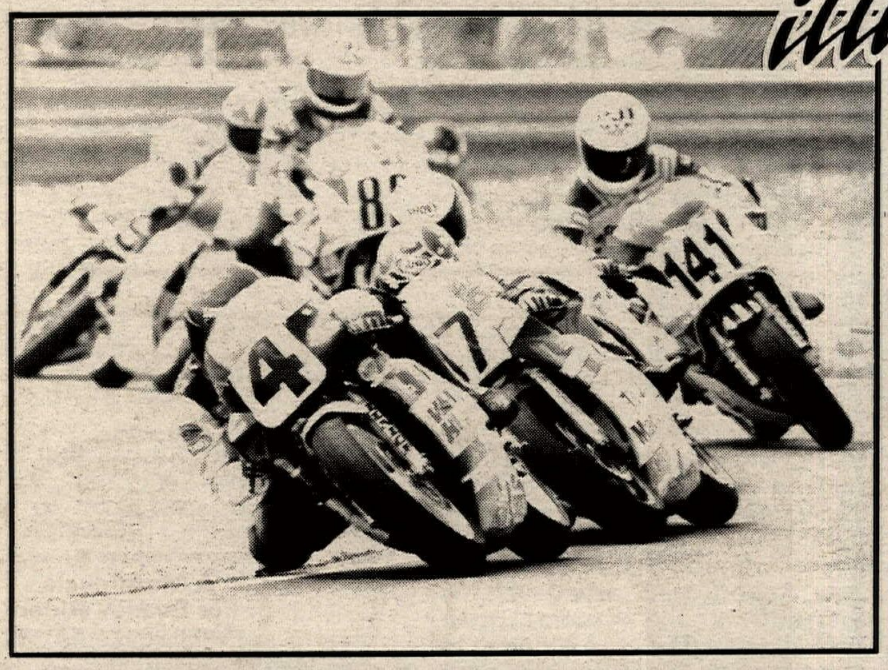
Earnie Adams of Tennessee successfully completed four consecutive jumps of 16, 18, 20 and 22 Cadillacs during intermission at the Sacramento Mile to break the record of 21, set last year by Evel Knievel's son Robbie.

Joseph Lindemann, 69, founder of Maxie Shoes in Belleville, Illinois, makers of steel shoes for dirt track racers, passed away of leukemia April 10. The business will continue with Lin Lindemann taking over the helm.

Jim Filice dropped out of the April 16 Sacramento Mile because he "heard this noise." It turns out the noise was produced by the bike's rear sprocket and chain hitting the bottom of his "boom box" muffler when the suspension bottomed out.

M O T O R C Y C L E

Road Racer *illustrated*



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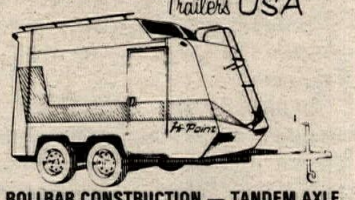

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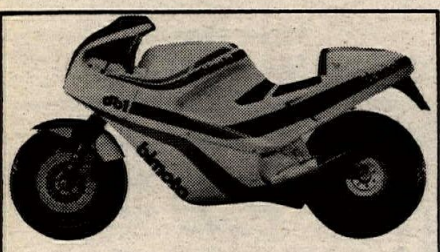

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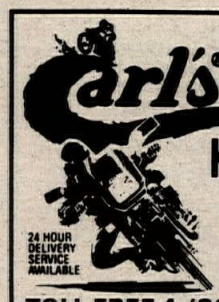

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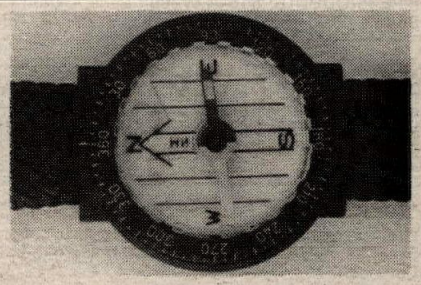

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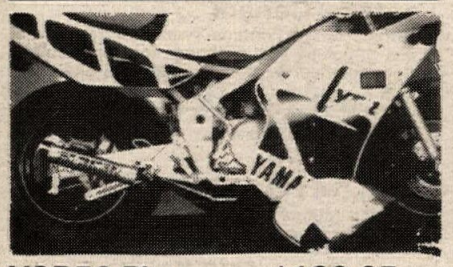

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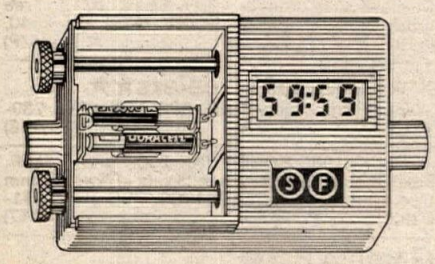

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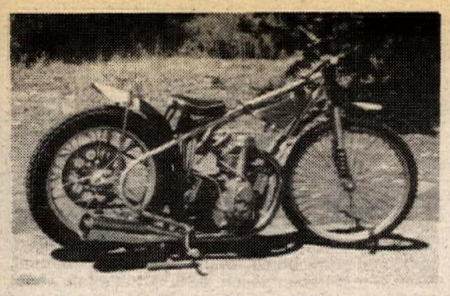

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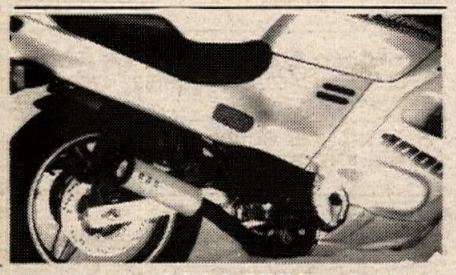

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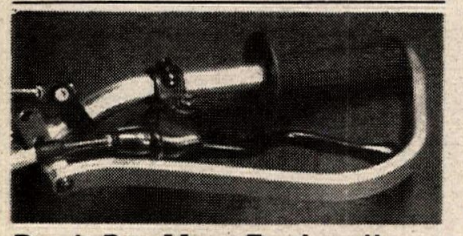

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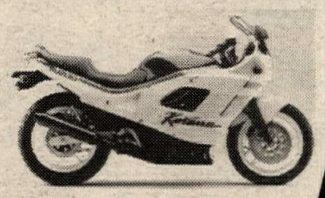

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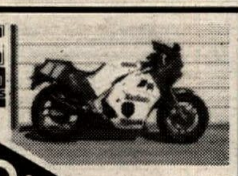

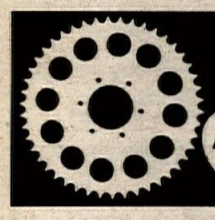

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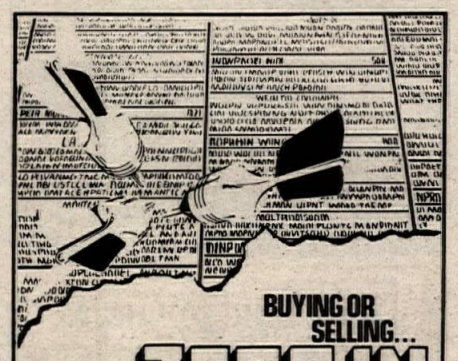

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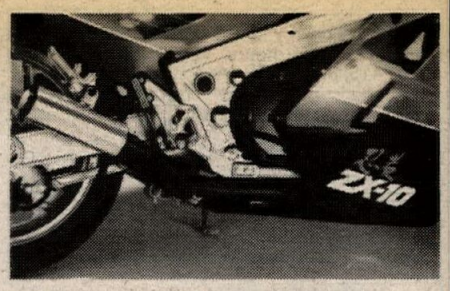

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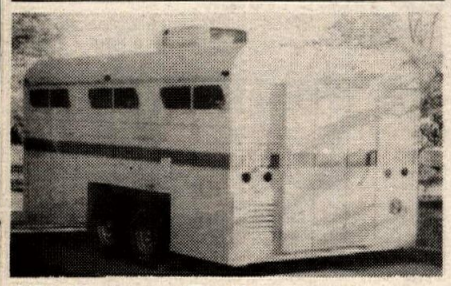

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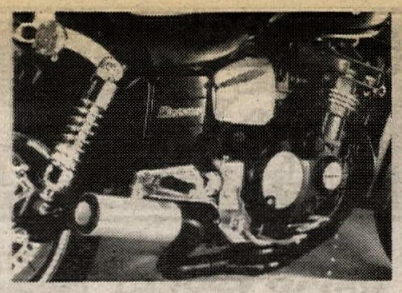

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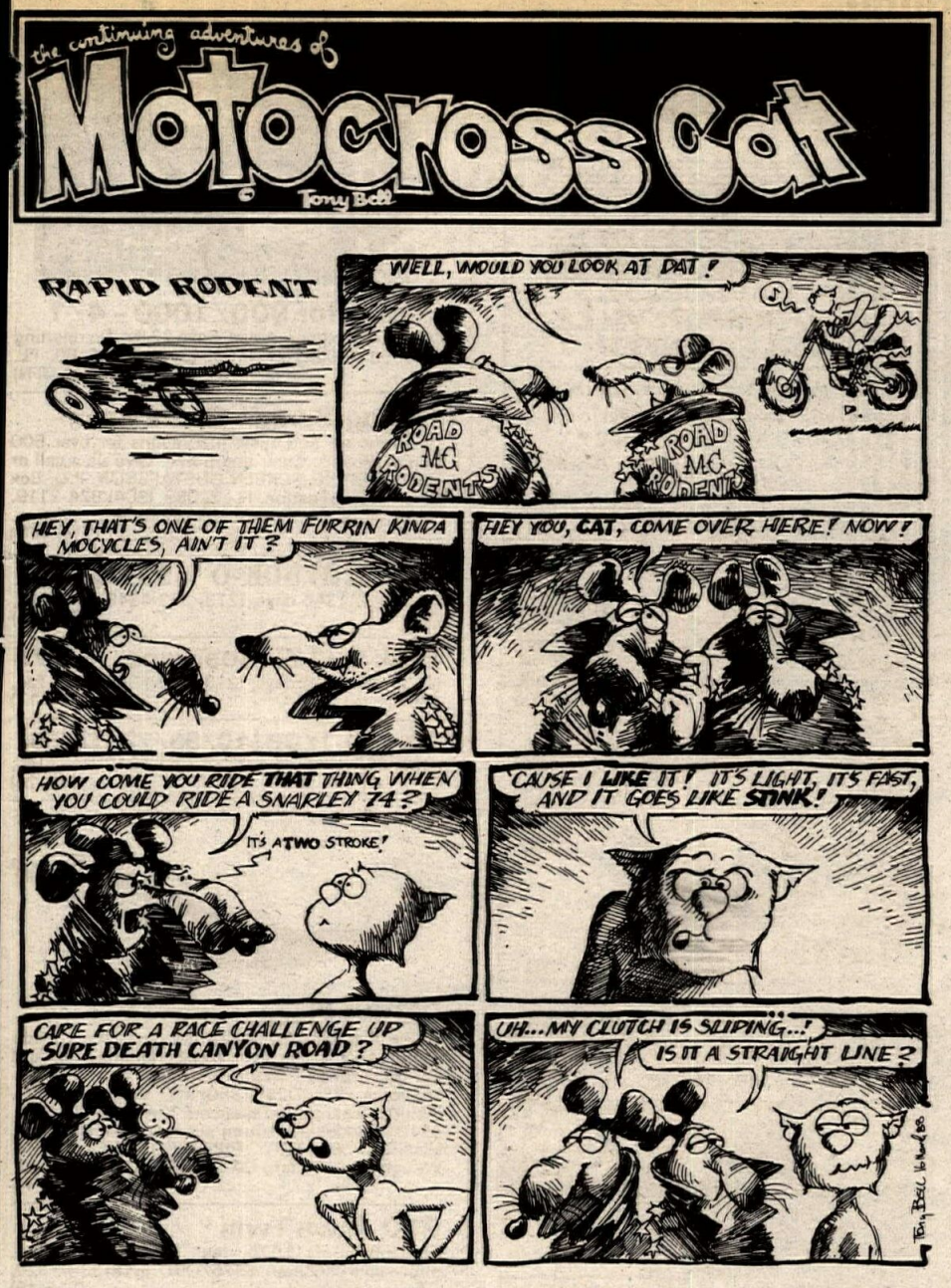

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Eric Carr	Yam
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Bill Balter	Hon
Marcus Lawson	Kaw
Ken Marsh	Suz
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John Ruof	Hon
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Giouanni Spinal	Hon
James DeRidder	Hon
Mike Akin	Hon
Jonathan Knight	Kaw
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Mike Ruhstorfer	Hon
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Bob Sullivan	Hon
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Jason Campbell	Yam
Terry Boyd	Hon
250 INT	
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Vinnie Martinez	Suz
David Keock	Hon
Harry Leitner	ATK
VET INT	
Lyle Sweeter	Hon
VET MSTR	
Mark McAdams	Hon
Rick Scaramella	Hon
Craig Breihan	Hon
OT MSTR	
John Knight	Kaw
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CITY _____ STATE _____ ZIP _____

Visa or M/C # _____

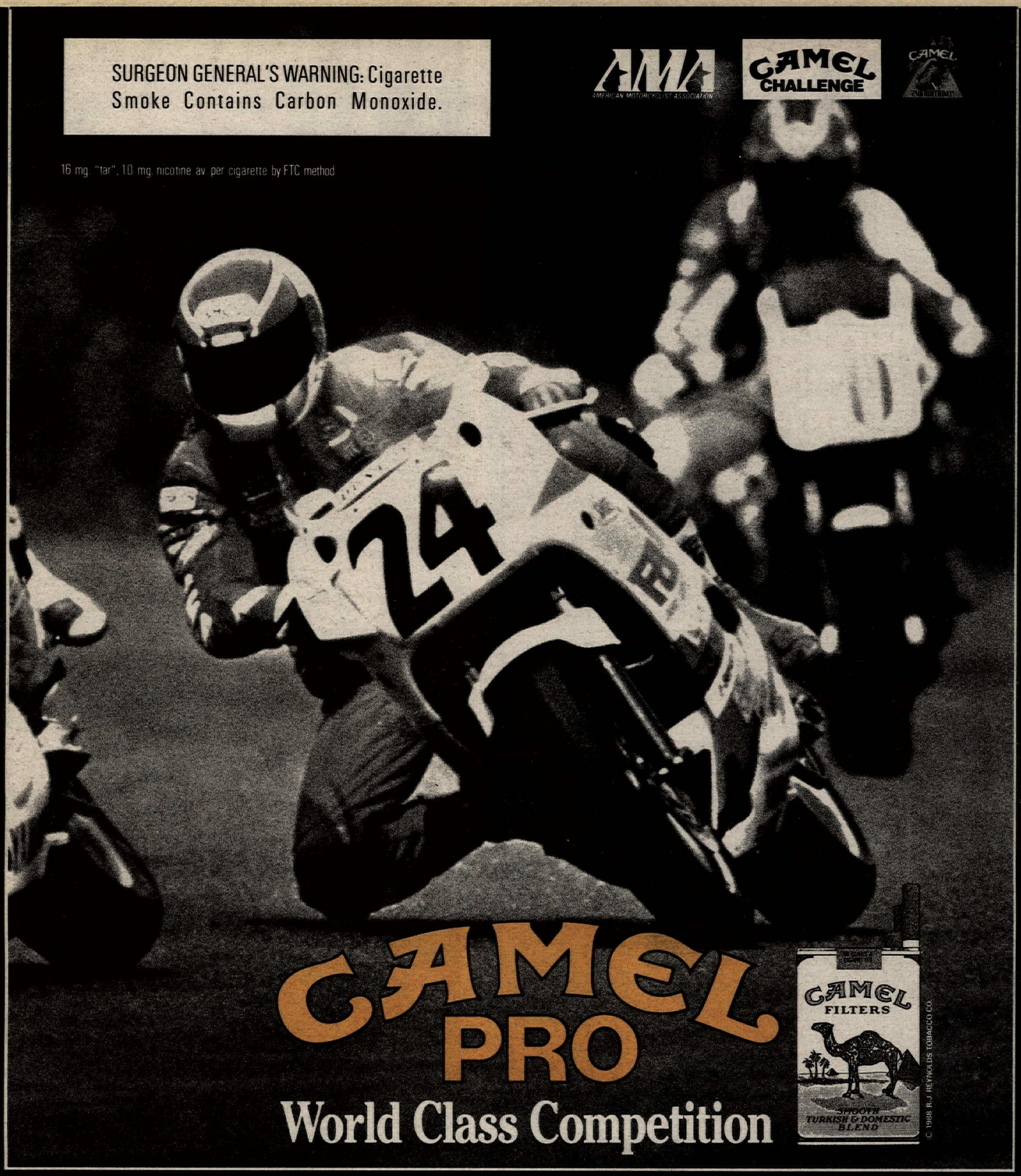
Exp. Date _____ Signature _____

Credit card minimum $5.00 plus $.50 postage & handling

Use the spaces below to indicate the number of products you want, and circle size, if applicable.

___ MX Cat Comic Book $ .75
___ Cycle News Binders $16.95
___ ATV News Binders $16.95 or 2 for $30.00
___ Cycle News Patch 2" x 4" $1.50
___ Supercross Fine Art Print $72.00
___ Isle of Man Fine Art Print $72.00
___ Daytona Fine Art Print $72.00
___ "Beat the Blues" Jersey $5.00 S M
___ "Anything Else is History" T-Shirt $4.00 S
___ "Anything Else is History" Jersey $5.00 S
___ 1974 Posterbook Newspaper $2.00

Product Order Subtotal _____
CA res. + 6% sales tax/Los Angeles Co. Res. + 6½% _____
Product Order Grand Total _____



NORTH GEORGIA MOTORCYCLE DEALERS

CAMEL PRO AT ROAD ATLANTA

MAY 14–15, 1988

ROAD ATLANTA, 5300 WINDER HWY., BRASELTON, GA 30517

Practice Time: May 13, Fri. 9:00 a.m. – 5:00 p.m. Telephone Number for Ticket Information: (404) 967-6143

In Atlanta: 881-8233, 872-4809